# **NACOmatic**

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17 DEC 2009 to 14 JAN 2010

## **ALTERNATE MINS**



RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 22

RNAV (GPS) Rwv 33

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS ABERDEEN PROVING GROUND, MD PHILLIPS AAF (KAPG)
ABINGDON, VA VIRGINIA HIGHLANDSLOC Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR/DME-B NA when local weather not available. Category C, 800-21/4, Category D, 800-21/2.
ANNAPOLIS, MD  LEERNAV (GPS)-A  NA when local weather not available.
BALTIMORE, MD  BALTIMORE-WASHINGTON INTL  THURGOOD MARSHALL ILS or LOC Rwy 15L¹  ILS or LOC Rwy 28²  VOR Rwy 10³
<sup>1</sup> ILS, LOC, Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾. <sup>2</sup> ILS, Categories A,B,C, 700-2; Category D 700-2¼; LOC, Category D, 800-2¼. <sup>3</sup> Categories A,B,1100-2; Category C,D 1100-3.
MARTINSTATEILS or LOC Rwy 33 <sup>123</sup> LOC Rwy 15 <sup>2</sup> VOR/DME or TACAN Z Rwy 15 <sup>4</sup> 1ILS, Category D, 700-2. 2NA when control tower closed. 3NA when local weather not available. 4Categories A,B, 900-2; Category C, 900-2½; Category D 900-2¾.

BLACKSBURG. VA

VIRGINIA TECH/MONTGOMERY

NA when local weather not available.

EXECUTIVE ..... RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

NAME ALTERNATE MINIMUMS  CHARLOTTESVILLE, VA  CHARLOTTESVILLE- ALBEMARLEILS or LOC Rwy 3 <sup>12</sup> RNAV (GPS) Rwy 21 <sup>34</sup> RNAV (GPS) Z Rwy 21 <sup>34</sup> RNAV (GPS) Z Rwy 21 <sup>34</sup>
<sup>1</sup> NA when control tower closed. <sup>2</sup> ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 1000-3. LOC, Category C, 800-2½; Category D, 1000-3. <sup>3</sup> NA when local weather not available. <sup>4</sup> Category D, 1000-3. <sup>5</sup> Category C, 800-2½; Category D, 1000-3.
COLLEGE PARK, MD COLLEGE PARK RNAV (GPS) Rwy 15 NA when local weather not available.
CULPEPER, VA  CULPEPER RGNLLOC Rwy 4¹  RNAV (GPS) Rwy 4²  RNAV (GPS) Rwy 22²  VOR-A²
<sup>1</sup> NA when FBO closed. <sup>2</sup> NA when local weather not available.
DANVILLE, VA  DANVILLE RGNLVOR Rwy 20  Category C, 800-21/2; Category D, 800-21/2.
DUBLIN, VA  NEW RIVER VALLEYVOR or GPS-A Category D, 800-21/4.
EASTON, MD EASTON/ NEWNAM FIELD ILS or LOC/DME Rwy 41

NA when local weather not available.

<sup>1</sup>ILS.LOC. NA when control tower closed.





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NAME ALTERNATE MINIMUMS  EMPORIA, VA  EMPORIA- GREENSVILLE RGNL RNAV (GPS) Rwy 15 NA when local weather not available.	NAME ALTERNATE MINIMUMS  LEONARDTOWN, MD  ST. MARY'S COUNTY  RGNLRNAV (GPS) Rwy 11  RNAV (GPS) Rwy 29
	NA when local weather not available.
FELKER AAF (KFAF) FORT EUSTIS, VAORIG 08297 NDB Rwy 14 COPTER NDB Rwy 14 RNAV (GPS) Rwy 14	LOUISA, VA LOUISA COUNTY/ FREEMAN FIELD
COPTER RNAV (GPS) Rwy 14 NA when control tower closed.	LYNCHBURG, VA
FREDERICK, MD FREDERICK MUNIRNAV (GPS) Rwy 5 <sup>12</sup> RNAV (GPS) Y Rwy 23 <sup>1</sup> RNAV (GPS) Z Rwy 23 <sup>3</sup> <sup>1</sup> Category D, 800-2½. <sup>2</sup> NA when local weather not available.	LYNCHBURG RGNL/PRESTON GLENN FIELDILS or LOC Rwy 4 <sup>12</sup> RNAV (GPS) Rwy 4 <sup>3</sup> RNAV (GPS) Rwy 22 <sup>3</sup> VOR/DME Rwy 22 <sup>4</sup> VOR Rwy 4 <sup>3</sup> 1ILS,LOC, NA when control tower closed.
3Categories A,B,C,D, 800-2½.  GAITHERSBURG,MD  MONTGOMERY COUNTY  AIRPARK	<sup>2</sup> ILS,Categories A,B, 800-2;Category C,900-2½, Category D, 900-2¾. LOC,Category C,900-2½, Category D, 900-2¾. <sup>3</sup> Category C, 900-2½; Category D, 900-2¾. <sup>4</sup> Categories A,B, 900-2; Category C, 900-2½, Category D, 900-2¾.
GALAX/HILLSVILLE, VA TWIN COUNTYRNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19 NA when local weather not available.	MANASSAS, VA  MANASSAS RGNL/HARRY P DAVIS FIELDILS or LOC Rwy 16L,700-2 RNAV (GPS) Rwy 16L  NA when control tower closed.
GEORGETOWN, DE SUSSEX COUNTYRNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 NA when local weather not available.	MARION/WYTHEVILLE, VA MOUNTAIN EMPIRE RNAV (GPS) Rwy 26 NA when local weather not available. Category C, 800-21/4.
HAGERSTOWN, MD  HAGERSTOWN RGNL-RICHARD A. HENSON FIELDILS or LOC Rwy 91 ILS or LOC Rwy 271 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27	MARTINSVILLE, VA BLUE RIDGERNAV (GPS) Rwy 30 NA when local weather not available. Categories A,B, 1000-2; Categories C,D, 1000-3.
VOR Rwy 9 NA when local weather not available.  ¹NA when control tower closed.	MELFA, VA  ACCOMACK COUNTY RNAV (GPS) Rwy 3  RNAV (GPS) Rwy 21  NA when local weather not available.
HOT SPRINGS, VA INGALLS FIELDRNAV (GPS) Rwy 7 NA when local weather not available. Categories, A, B, 1000-2; Category C, 1000-2%, Category D, 1000-3.	MIDDLETOWN, DE SUMMIT
LEESBURG, VA	

LEESBURG EXECUTIVE .. RNAV (GPS) Rwy 17

LPV, Category D, 700-2.





NAME	ALTERNATE MINIMUMS
<b>NEWPORT NEV</b>	VS, VA
NEWPORT NEW	S/WILLIAMSBURG
INTL	ILS or LOC Rwy 712
	ILS or LOC Rwy 251
	LOC/DME Rwy 2012
	RNAV (GPS) Rwy 7 <sup>2</sup>
	RNAV (GPS) Rwy 20 <sup>2</sup>
<sup>1</sup> NA when contro	ol tower closed

### OCEAN CITY, MD

OCEAN CITY MUNI ...... RNAV (GPS) Rwy 21 RNAV (GPS) Rwy 3212 VOR-A3

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-21/4.

3Categories A, B, 900-2; Category C, 900-21/2; Category D, 900-23/4.

### PETERSBURG, VA

DINWIDDIE COUNTY ...... RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 VOR Rwy 23

NA when local weather not available.

#### RICHLANDS, VA

TAZEWELL COUNTY ...... LOC/DME Rwy 25 RNAV (GPS) Rwy 25 NA when local weather not available.

RICHMOND, VA RICHMOND INTL ..... ILS or LOC Rwy 16 ILS, Categories A,B, 900-2, Category C, 900-234, Category D, 900-3.

LOC, Categories A,B, 900-2, Category C, 900-234, Category D, 900-3.

#### RICHMOND/ASHLAND, VA

**HANOVER** COUNTY MUNI ..... RNAV (GPS) Rwy 16 VOR Rwy 161

NA when local weather not available.

<sup>1</sup>Category C, 800-21/4, Category D, 800-21/2.

NAME ALTERNATE MINIMUMS ROANOKE. VA

ROANOKE RGNL/WOODRUM

FIELD .....ILS or LOC Rwv 3312 LDA Rwy 62

VOR/NDB Rwy 333

<sup>1</sup>ILS, Categories A,B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

<sup>2</sup>Categories A,B, 1600-2; Categories C,D, 1600-3.

3Categories A,B, 1400-2; Categories C,D, 1400-3.

#### SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL ..... ILS or LOC Rwy 32 RNAV (GPS) Rwy 32 VOR Rwy 231

NA when local weather not available. 1Categories A, B, 1100-2; Categories C, D, 1100-3.

### STAUNTON-WAYNESBORO-HARRISONBURG. VA

SHENANDOAH VALLEY

RGNL .....ILS or LOC Rwy 51 NDB Rwy 5 RNAV (GPS) Rwy 5

RNAV (GPS) Rwv 23

NA when local weather not available. <sup>1</sup>ILS, Category D, 700-2.

### SUFFOLK, VA

SUFFOLK EXECUTIVE ...... RNAV (GPS) Rwy 4 RNAV (GPS) Rwv 7

NA when local weather not available.

#### WALLOPS ISLAND, VA

WALLOPS FLIGHT

FACILITY ..... VOR/DME or TACAN Rwy 10

Categories A,B, 900-2; Category C, 900-21/2; Category D, 900-234.

## ALTERNATE MINS

### WASHINGTON, DC

WASHINGTON

DULLES INTL .....ILS or LOC/DME Rwy 1C1 ILS or LOC/DME Rwy 1L1

ILS or LOC/DME Rwy 121 ILS or LOC/DME Rwy 19C1

ILS or LOC/DME Rwy 19R1 ILS or LOC Rwy 1R1

ILS or LOC Rwy 19L1

RNAV (GPS) Y Rwy 19R2

<sup>1</sup>ILS, Categories A, B, C, D, 700-2.

<sup>2</sup>Category D, 800-21/4.

RONALD REAGAN

WASHINGTON NATIONAL ..... ILS Rwy 11 LDA/DME Rwy 192

RNAV (GPS) RWY 333

**ROSSLYN LDA Rwy 19, 1100-3** 

VOR/DME or GPS Rwy 154 VOR/DME or GPS Rwy 195

VOR Rwy 12 <sup>1</sup>ILS, Categories A, B,C, 700-2; Category D,

700-21/2. LOC, Category D, 800-21/4. <sup>2</sup>Category D, 800-21/4.

3Categories A,B,C,D, 800-21/2.

<sup>4</sup>Categories A,B, 1000-2;Category C, 1000-23/4; Category D, 1000-3.

<sup>5</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

### WEST POINT, VA

**MIDDLE** 

PENINSULA RGNL ..... RNAV (GPS) Rwv 10 VOR-A

NA when local weather not available.

### WILMINGTON, DE

NEW CASTLE ..... ILS or LOC Rwy 112 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 92

RNAV (GPS) Rwy 192 RNAV (GPS) Rwy 272 VOR Rwy 273

<sup>1</sup>NA when contol tower closed.

<sup>2</sup>NA when local weather not available.

3Category D, 800-21/4.

### WINCHESTER, VA

WINCHESTER RGNL ..... RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR/DME-A

NA when local weather not available.

### WISE, VA

LONESOME PINE ..... RNAV (GPS) Rwy 612 RNAV (GPS) Rwy 243

<sup>1</sup>NA when local weather not available.

<sup>2</sup>Category D, 800-21/4.

<sup>3</sup>Category C, 800-21/4; Category D, 900-23/4.

### ANDREWS AFB (KADW), (CAMP SPRINGS) MD (09127 USAF)

RADAR - (E) 113.1T 124.0 128.35 257.2 286.6 301.5 316.7 335.5 360.8 379.2 **V** ELEV 280

				DH/	HAT/ HATh/	
ASR	RWY 1L <sup>1</sup>	GS/TCH/RPI	CAT AB	MDA-VIS 760/24	HAA 500	CEIL-VIS (500-1/2)
			С	<b>760</b> /40	500	(500-3/4)
			D	<b>760</b> /50	500	(500-1)
			E	<b>760</b> /60	500	(500-11/4)
	19R⁴		AB	<b>780</b> /24	507	(500-1/2)
			CD	<b>780</b> /50	507	(500-1)
			E	<b>780</b> /60	507	(500-11/4)
	19L²		ABC	<b>720</b> /40	440	(500-3/4)
			DE	<b>720</b> /50	440	(500-1)
	1R¹		ABC	<b>760</b> /40	495	(500-3/4)
			D	<b>760</b> /50	495	(500-1)
			E	<b>760</b> /60	495	(500-11/4)
CIR <sup>3</sup>	19L		Α	<b>720</b> -1	440	(500-1)
			В	<b>740</b> -1	460	(500-1)
			С	740-11/2	460	(500-1½)
			DE	<b>840</b> -2	560	(600-2)
	19R		AB	<b>780</b> -1	500	(500-1)
			С	<b>780</b> -1½	500	(500-1½)
			DE	<b>840</b> -2	560	(600-2)
	1L, 1R		AB	<b>760</b> -1	480	(500-1)
			С	760-11/2	480	(500-1½)
			DE	<b>840</b> -2	560	(600-2)

¹When ALS inop, increase CAT AB RVR 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1½ miles, CAT D vis to 1½ miles and CAT E vis to 1¾ miles. ²When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,CAT C RVR to 60 and vis to 1½ miles and CAT DE vis to 1½ miles. ³Circling not authorized W of Rwy 1L-19R. ⁴When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½.

# DAVISON AAF (KDAA), VA (Ft. Belvoir) (Amdt 10A, 09211 USA) ELEV 73

RADAR¹ - (E) 118.85 119.95 248.5x 265.6  $\sqrt[r]{A}$  NA

RWY GS/TCH/RPI CAT PAR 32 3.0°/22/414 ABCD 14 3.0°/59/937 ABCD	DH/ MDA-VIS 333/40 635-2	HAT/ HATh/ HAA 265 575	CEIL-VIS (300-¾) (600-2)
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Opr 1100-2300Z++ wkd excld hol, R-IFF SIF svc not avbl.

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (09267 USN)
RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 \( \textstyre{V} \)

ELEV 7

PAR <sup>1</sup>	RWY 10 <sup>23</sup> 28 <sup>4</sup>	<b>GS/TCH/RPI</b> 3.0°/50/948 3.0°/36/682	CAT ABCDE ABCDE	DH/ MDA-VIS 117-1/4 265-3/4	HAT/ HATh/ HAA 100 250	CEIL-VIS (100-1/4) (300-3/4)
COPTER PAR <sup>1</sup>	10 <sup>23</sup> 28 <sup>4</sup>	3.0°/50/948 3.0°/36/682	COPTER COPTER	117-¼ 265-¾	100 250	(100-1/4) (300-3/4)
PAR W/O GS <sup>1</sup>	28 <sup>5</sup> 10 <sup>6</sup>		ABCDE ABC DE	460-1 460-¾ 460-1	445 443 443	(500-1) (500-3/4) (500-1)
ASR <sup>1</sup>	107		AB CD E	520-¾ 520-1 520-1¼	503 503 503	(600- <sup>3</sup> / <sub>4</sub> ) (600-1) (600-1 <sup>1</sup> / <sub>4</sub> )
	28 <sup>6</sup>		ABC DE	460-1 460-11⁄4	445 445	(500-1) (500-1½)
CIR ASR <sup>89</sup>	10, 28		AB C DE	<b>520</b> -11/ <sub>4</sub> <b>520</b> -11/ <sub>2</sub> <b>580</b> -2	503 503 563	(600-1½) (600-1½) (600-2)
CIR PAR W/O GS <sup>89</sup>	10, 28		AB C DE	520-11/4 520-11/2 580-2	503 503 563	(600-1½) (600-1½) (600-2)

¹No-NOTAM preventive maint Mon 1200-1800Z++. ²When ALS inop, increase vis CAT ABCDE to ½ mile. ³PAPI RRP and PAR RPI are not coincidental. ⁴When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1½ miles, CAT DE to 1½ miles. ¹When ALS inop, increase vis CAT AB to 1½ miles, CAT E to 1½ miles. °CAT E cir not authorized south of Rwy 10-28. ⁵Norfolk NS Heliport Ictd 1 NM NW, use caution in cir apch.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (09351 USN)

ELEV 23

HAT/

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 ♥

PAR <sup>8</sup>	RWY 5R <sup>1</sup> 23L <sup>1</sup> 5L 23R 32L <sup>1</sup> 14R	GS/TCH/RPI 3.0°/36/686 3.0°/42/809 3.0°/40/753 3.0°/44/841 3.0°/41/782 3.0°/38/711	CAT ABCDE ABCDE ABCDE ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 120-¼ 122-¼ 121-½ 121-½ 123-¼ 272-1	HATh/ HAAA 100 100 100 100 100 250	CEIL-VIS (100-1/4) (100-1/4) (100-1/2) (100-1/2) (100-1/4) (300-1)
PAR W/O GS <sup>8</sup>	14R 5R²		ABCDE ABCD	360-1 <sup>1</sup> / <sub>4</sub> 420- <sup>3</sup> / <sub>4</sub>	338 400	(400-1 <sup>1</sup> / <sub>4</sub> ) (400- <sup>3</sup> / <sub>4</sub> )
	5L		E ABCD E	420-1 420-1 <sup>1</sup> / <sub>4</sub> 420-1 <sup>1</sup> / <sub>2</sub>	400 399 399	(400-1) (400-1½)
	32L <sup>4</sup> 23L <sup>3</sup>		ABCDE ABC DE	360-¾ 460-¾ 460-1	337 438 438	(400-1½) (400-¾) (500-¾) (500-1)
	14R 23R		ABCDE ABC DE	300-1 <sup>1</sup> / <sub>4</sub> 460-1 <sup>1</sup> / <sub>4</sub> 460-1 <sup>1</sup> / <sub>2</sub>	278 439 439	(300-1)/ <sub>4</sub> ) (500-1)/ <sub>4</sub> ) (500-1)/ <sub>2</sub> )
PAR SIDESTEP®	32R		AB C DE	360-1 <sup>1</sup> / <sub>4</sub> 360-1 <sup>1</sup> / <sub>2</sub> 360-2	339 339 339	(400-11/4) (400-11/2) (400-2)
	14L		AB C DE	360-1 <sup>1</sup> / <sub>4</sub> 360-1 <sup>1</sup> / <sub>2</sub> 360-2	340 340 340	(400-2) (400-1½) (400-1½) (400-2)
	5L		ABC DE	420-1½ 420-2	399 399	(400-2) (400-1½) (400-2)
	23L		ABC DE	460-1½ 460-2	438 438	(500-1½) (500-2)
	23R		ABC DE	460-1½ 460-2	439 439	(500-1½) (500-2)
PAR W/O GS SIDESTE	5L :P*		AB C DE	420-1 <sup>1</sup> / <sub>4</sub> 420-1 <sup>1</sup> / <sub>2</sub> 420-2	399 399 399	(400-1½) (400-1½) (400-2)
	32R		AB C DE	360-11/4 360-11/2 360-2	339 339 339	(400-1½) (400-1½) (400-2)
	14L		AB C DE	360-11/4 360-11/2 360-2	340 340 340	(400-1½) (400-1½) (400-2)
	23L		AB C DE	460-11/4 460-11/2 460-2	438 438 438	(500-1½) (500-1½) (500-2)
	23R		AB C DE	460-1¼ 460-1½ 460-2	439 439 439	(500-2) (500-1¼) (500-1½) (500-2)

HAT/

### OCEANA NAS (KNTU), (Continued)

			DH/	HATh/	
<u>RWY</u>	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>
5R⁵		AB	420-1/2	400	(400-1/2)
		CD	420-3/4	400	(400-3/4)
		E	<b>420</b> -1	400	(400-1)
5L		ABC	<b>400</b> -1	379	(400-1)
		DE	400-11/4	379	(400-11/4)
32L <sup>6</sup>		AB	440-1/2	417	(500-1/2)
		CD	440-3/4	417	(500-3/4)
		E	<b>440</b> -1	417	(500-1)
23L7		AB	460-1/2	438	(500-1/2)
		С	460-3/4	438	(500-3/4)
		DE	<b>460</b> -1	438	(500-1)
14R		AB	<b>460</b> -1	438	(500-1)
		С	460-11/4	438	(500-11/4)
		DE	460-11/2	438	(500-1½)
14L		AB	<b>460</b> -1	440	(500-1)
		С	460-11/4	440	(500-11/4)
		DE	460-11/2	440	(500-1½)
23R		AB	<b>460</b> -1	439	(500-1)
		С	460-11/4	439	(500-11/4)
		DE	460-11/2	439	(500-1½)
32R		AB	<b>440</b> -1	419	(500-1)
		CD	440-11/4	419	(500-11/4)
		E	440-11/2	419	(500-1½)
A 11 D		4.5	400.4	457	(500.4)
All Rwy					(500-1)
					(500-1½)
					(600-2)
		E	620-2	597	(600-2)
All Rwy		ABC	480-13/4	457	(500-13/4)
,		D	<b>580</b> -2	557	(600-2)
		E	<b>620</b> -21/ <sub>4</sub>	597	(600-21/4)
All Dun		ΛD	400 11/	457	(E00 11/)
					(500-1½) (500-1½)
,					` ,
					(600-2)
		_	620-2	ეყგ	(600-2)
	5R <sup>5</sup> 5L 32L <sup>6</sup> 23L <sup>7</sup> 14R 14L 23R	5R <sup>5</sup> 5L 32L <sup>5</sup> 23L <sup>7</sup> 14R 14L 23R 32R All Rwy	5R5  AB CD E 5L ABC DE 32L6 AB CD E 23L7 AB CD E 14R AB CC DE 14L AB C DE 23R AB C DE 23R AB C DE AB AB C D D E AB AB C D D D D E AB AB C D D D D E AB AB C D D D D D E AB AB C D D D D E AB AB C D D D D D E AB AB C D D D D D D D D D D D D D D D D D D	RWY 5R <sup>5</sup> SR <sup>5</sup> AB 420-½ CD 420-¾ E 420-1 ABC 400-1½ ABC 400-1¼ AB 440-½ CD 440-¾ E 440-1  23L <sup>7</sup> AB 460-½ C 460-¾ DE 460-1½ AB 460-1 C 460-1½ AB 480-1½ D 580-2 E 620-2½ AII Rwy AB 480-1½ D 580-2 E 620-2½ AII Rwy AB 480-1½ D 580-2 E 620-2½	RWY 5R <sup>5</sup> SP <sup>5</sup> AB 420-½ 400 CD 420-¾ 400 E 420-1 400 E 420-1 379 DE 400-1¼ 379 DE 400-1¼ 379 AB 440-½ 417 CD 440-¾ 417 E 440-1 417 E 440-1 417 E 440-1 438 DE 460-1 438 DE 460-1 438 DE 460-1 438 DE 460-1½ 439 AB 460-1 440 C 460-1½ 440 DE 460-1½ 440 AB 460-1 440 C 460-1½ 440 AB 460-1 439 C 460-1½ 440 AB 460-1 439 AB 460-1 419 CD 440-1½ 419 AB 440-1½ 419 AB 460-1½ 439 AB 440-1½ 419 AB 450-1 419 CD 440-1½ 419 AB 450-1 419 CD 440-1½ 419 AB 450-1 419 CD 440-1½ 419 AB 480-1 457 D 580-2 557 E 620-2½ 597  AII Rwy AB 480-1¾ 457 D 580-2 557 E 620-2½ 597  AII Rwy AB 480-1½ 457 D 580-2 557 E 620-2½ 597

¹When ALS inop, increase vis CAT ABCDE to ½ mile. ²When ALS inop, increase vis CAT ABCD to 1½ miles, CAT E to 1½ miles. ³When ALS inop, increase CAT ABC to 1½ miles, CAT DE to 1½ miles. ⁴When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁵When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles, CAT E to 1½ miles. ⁵No-NOTAM preventive maintenance TUE 1030Z-1430Z++.

## PATUXENT RIVER NAS (KNHK), (TRAPNELL FLD), MD (09267 USN) ELEV 39

RADAR - (E) 120.05 121.0 135.025 250.3 281.8 301.2 305.2 318.8 348.0 362.6 🔻

				DA/	HAT/ HATh/		
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS	
PAR <sup>1</sup>	6 <sup>2</sup>	3.0°/46/971	ABCDE	139-1/4	100	(100-1/4)	
	24	3.0°/43/805	ABCDE	120-1/2	100	(100-1/2)	
	14	3.0°/37/735	ABCDE	127-1/2	100	(100-1/2)	
	32	3.0°/48/892	ABCDE	<b>268</b> -1	250	(300-1)	
PAR W/O	64		ABCD	360-1/2	321	(400-1/2)	
GS			E	360-3/4	321	(400-3/4)	
	14		ABCDE	340-11/4	313	(400-11/4)	
	24		ABCDE	320-11/4	300	(400-11/4)	
	32		ABCDE	340-11/4	322	(400-11/4)	
						,	
ASR	14		ABC	<b>380</b> -1	353	(400-1)	
			DE	380-11/4	353	(400-11/4)	
	32		ABC	<b>400</b> -1	382	(400-1)	
			DE	400-11/4	382	(400-11/4)	
	6 <sup>3</sup>		AB	500-1/2	461	(500-1/2)	
			С	500-3/4	461	(500-3/4)	
			D	<b>500</b> -1	461	(500-1)	
			E	500-11/4	461	(500-11/4)	
	24		AB	440-1	420	(500-1)	
			CD	440-11/4	420	(500-11/4)	
			E	440-11/2	420	(500-1½)	
CIR⁵	6-24, 14-32	2	Α	<b>540</b> -1	501	(600-1)	
			В	<b>560</b> -1	521	(600-1)	
			С	<b>560</b> -1½	521	(600-1½)	
			D	<b>600</b> -2	561	(600-2)	
			E	640-21/4	601	(700-21/4)	
<sup>1</sup> PAR No-NOTAM preventive maint period Wed 1300-1700Z++, <sup>2</sup> When ALS inop, increase Cat							

¹PAR No-NOTAM preventive maint period Wed 1300-1700Z++. ²When ALS inop, increase Cat ABCDE vis to ½ mile. ³When ALS inop, increase Cat AB vis to 1 mile, Cat C vis to 1½ miles, Cat D vis to 1½ miles, Cat E vis to 1¾ miles. ⁴When ALS inop, increase vis Cat ABCD to 1 mile, Cat E vis to 1¼ miles. ⁵When circling from PAR W/O GS Rwy 14, 24, and 32, increase vis Cat AB to 1¼ miles

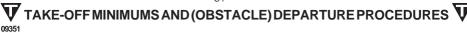
QUANTICO MCAF (KNYG), (TURNER FIELD) VA (09295 USN)

ELEV 11

RADAR¹ - 120.925 351.95 353.65 363.15 🔻

PAR <sup>23</sup>	<u>RWY</u> 2	<b>GS/TCH/RPI</b> 3.0°/35/670	<u>CAT</u> ABCD	DA/ MDA-VIS 262-1	HAT/ HATh/ <u>HAA</u> 252	<u>CEIL-VIS</u> (300-1)
PAR W/O GS <sup>2</sup>	2		ABCD	400-11/4	390	(400-11/4)
ASR <sup>2</sup>	2		AB C D	560-1 560-1½ 560-1¾	550 550 550	(600-1) (600-1½) (600-1¾)
CIR PAR or PAR W/O GS <sup>4</sup>	2		A B C D	500-11/4 540-11/4 540-11/2 700-21/4	490 530 530 690	(500-1½) (600-1½) (600-1½) (700-2½)
CIR <sup>4</sup>	2		AB C D	560-1 560-1½ 700-2¼	550 550 690	(600-1) (600-1½) (700-2¼)

<sup>1</sup>GCA avbl daily during published field opr hr. Ctc twr for freq asgn. <sup>2</sup>Procedure NA at night when VGSI inop. <sup>3</sup>PAR military use only in other than VFR. <sup>3</sup>Circling not authorized W of Rwy 2-20.



INSTRUMENT APPROACH PROCEDURE CHARTS

## FIFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

ΝΔΜΕ TAKE-OFF MINIMUMS

### ABINGDON, VA

VIRGINIA HIGHI ANDS

TAKE-OFF MINIMUMS: Rwys 6, 24, 300-1 DEPARTURE PROCEDURE: Climb straight ahead to 5000 when departing NE, or 4000 when departing SW. before proceeding on course.

### ANDREWS AFB/NAF (KADW)

CAMP SPRINGS, MD. . . . . . . . 09127

TAKE-OFF OBSTACLES: Rwv 1L, trees 2972' to 3085' from DER, 765' to 906' right of centerline, 93' AGL/355' MSL, Rwv 1R, trees 1512' from DER, 856' right of centerline, 74' AGL/336' MSL: trees 2254' from DER. 645' left of centerline, 93' AGL/355' MSL; trees 2629' from DER, 1095' left of centerline, 93' AGL/355' MSL: trees 2882' from DER, 364' left of centerline, 104' AGL/ 362'MSL, Rwv 19L, terrain 267' from DER, 580' left of centerline, 261'MSL; trees 2650' to 2874' from DER, 946' to 1113' right of centerline, 91' AGL/334' MSL. Rwv 19R. trees 2650' to 2873' from DER, 887' to 1054' left of centerline, 91' AGL/334' MSL: tower 4630' from DER, 1664' right of centerline, 108' AGL/377' MSL.

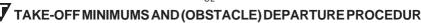
#### NAME TAKE-OFF MINIMUMS ANNAPOLIS, MD

TAKE-OFF MINIMUMS: Rwv 30, 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE: Rwv 12. climb runwav heading to 700 before proceeding on course. Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

NOTE: Rwv 12, cross departure end of runway at or above 35' AGL/66' MSL. Rwv 30, trees, 1433' from departure end of runway, 85' left of centerline. 100' AGL/139' MSL. Cross departure end of runway at

or above 35' AGL/66' MSL.



### BAI TIMORE, MD BAI TIMORE/WASHINGTON INTI THURGOOD

### MARSHALL TAKE-OFF MINIMUMS: Rwy 4, 300-11/2 or std. w/min.

climb of 210' per NM to 500. DEPARTURE PROCEDURE: Rwv 4, climb heading

044° to 800 before proceeding on course. Rwy 28, climb heading 285° to 900 before proceeding on course Rwy 33L, climb heading 320° to 2000 before proceeding on course, Rwy 33R, climb heading 005° to 1900 before proceeding on course

NOTE: Rwv 4, rod on lighted pole 1921 from departure end of runway, 329' right of centerline, 58' AGL/197' MSL. Light on pole 2177' from departure end of runway. 294' left of centerline, 58' AGL/197' MSL. Light on pole 1755' from departure end of runway 482' right of centerline, 47' AGL/186' MSL. Tree 2370' from departure end of runway, 481' right of centerline, 60' AGL/199' MSL. Tank 6635' from departure end of runway, 2265' right of centerline, 122' AGL/316' MSL. Tank 7534' from departure end of runway 2274' left of centerline, 173' AGL/338' MSL. Rwv 10, building 52' from departure end of runway, 319' left of centerline, 13' AGL/133' MSL. Rwv 15L, multiple trees beginning 648' from departure end of runway, 617' left of centerline, up to 68' AGL/167' MSL. Light on pole 921' from departure end of runway, 618' left of centerline, 62' AGL/161' MSL. Rwv 15R, multiple trees beginning 1144' from departure end of runway, 740' right of centerline, up to 53' AGL/ 172' MSL. Rwy 22, terrain beginning 111' from departure end of runway, 29' right of centerline, up to 171' AGL. Terrain 365' from departure end of runway. 137' left of centerline, 158' MSL, Rwv 28, tree 1392' from departure end of runway, 736' left of centerline, 77' AGL/176' MSL. Rwy 33L, building 4693' from departure end of runway, 874' right of centerline, 127' AGL/266' MSL. Tree 2250' from departure end of runway, 843' right of centerline, 66' AGL/205' MSL, Microwave antenna on building, 4725' from departure end of runway. 907' right of centerline, 126' AGL/265' MSL. Fence 203' from departure end of runway, 517' right of centerline, 9' AGL/140' MSL. Rwv 33R, numerous trees beginning 2925' from departure end of runway, 321' left of centerline, up to 70' AGL/289' MSL. Numerous trees beginning 975' from departure end of runway, 116' right of centerline, up to 63' AGL/262' MSL. Light on pole 2384' from departure end of runway, 837' right of centerline, 55' AGL/254' MSL, Building 998' from departure end of runway, 654' left of centerline, 24' AGL/ 183' MSL. Light on pole 3869' from departure end of runway, 603' left of centerline, 72' AGL/251' MSL, Light on pole 2736' from departure end of runway, 247' right of centerline, 17' AGL/216' MSL, Pole 3781' from departure end of runway, 370' right of centerline, 40' AGL/242' MSL. Signal 2453' from departure end of

runway, 904' left of centerline, 45' AGL/204' MSL.

### BALTIMORE, MD (CON'T) **MARTIN STATE**

TAKE-OFF MINIMUMS: Rwv 15, 800-2 or std. with a min, climb of 300' per NM to 1000, Rwy 33, 1300-2 or std, with a min, climb of 340' per NM to 1700'. DEPARTURE PROCEDURE: Rwv 15, climb runway

heading to 1000 before proceeding on course; or when directed by ATC, climbing right turn heading 190° to 1000 before proceeding on course. NOTE: Rwv 15, trees 1960' from departure end of runway

684' left of centerline, 78' AGL/88' MSL, trees 3395' from departure end of runway, 585' left of centerline, 92' AGL/102' MSL. Rwv 33, pole 1553' from departure end of runway, across centerline, 68' AGL/90' MSL. Trees 2342' from departure end of runway, across centerline 86' AGL/108' MSL.

### **BLACKSBURG. VA**

### VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

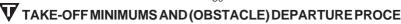
AMDT 4 08073 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, 400-11/4 or std. w/min.

climb of 563' per NM to 2700 DEPARTURE PROCEDURE: Rwy 12, climbing right

turn direct PSK VORTAC to 3500 before proceeding on course, Rwv 30, climbing left turn direct PSK VORTAC to 4100 before proceeding on course. NOTE: Rwv 12, bushes and trees beginning 275' from

departure end of runway, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from departure end of runway, 1363' left of centerline, up to 100' AGL/ 2499' MSL. Trees beginning 3165' from departure end of runway, 1324' right of centerline up to 100' AGL/2279' MSL. Rwy 30, trees beginning 90' from departure end of runway, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and obstruction light pole beginning 546' from departure end of runway, 161' left of centerline, up to 12' AGL/2139 MSL, Vehicle on road beginning 567 from departure end of runway, 310' left of centerline, 24' AGL/ 2137' MSL, Trees beginning 2080' from departure end of runway, 788' left of centerline, up to 100' AGL/2201' MSL. Fence, 861' from departure end of runway, 52' right of centerline, up to 12' AGL/2135' MSL, Trees beginning 539' from departure end of runway, 326' right of centerline, up to 40' AGL/2153' MSL, Trees beginning 1328' from departure end of runway, 117' right of centerline, up to 100' AGL/2182' MSL terrain beginning 330' from departure end of runway, 366' right of centerline, up to 2138' MSL pole and antenna beginning 1149' from departure end of runway, 391' right of centerline, up to 40' AGL/2151' MSL.



### BLACKSTONE, VA ALLEN C PERKINSON BLACKSTONE AAF

TAKE-OFF MINIMUMS: Rwv 1, 1000-2 or std. with a

min. climb of 280' per NM to 1700. Rwv 4. 1000-2 or std. with a min\_climb of 220' per NM to 1700 Rwv 19, NA DEPARTURE PROCEDURE: Rwv 1, climb heading 010° to 1700 before proceeding on course. Rwv 4. climb

heading 039° to 1700 before proceeding on course. Rwy 22, climb heading 208° to 900 before proceeding on course Rwy 22, climb heading 208° to 900 before proceeding on course.

NOTE: Rwv 4.50' AGL tree. 150' from departure end of runway, 450' right of centerline, Rwy 22, 66' AGL tree. 175' from departure end of runway, 450' left of centerline. Do not fly over ammunition dump 1 1 NM SW of Rwy 4

### **BRIDGEWATER. VA**

BRIDGEWATER AIRPARK

TAKE-OFF MINIMUMS: Rwv 15, 700-1, Rwv 33, 700-2, DEPARTURE PROCEDURE: All aircraft climb in VBW holding pattern (SW, right turns, 035° inbound) to 4000 before proceeding on course.

#### **BROOKNEAL.VA**

#### BROOKNEAL/CAMPBELL COUNTY

NOTE: Rwv 6, multiple trees beginning 569' from departure end of runway, 252' right of centerline, up to 100' AGL/689' MSL, Rwv 24, multiple trees beginning 334' from departure end of runway, 286' right of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 1377' from departure end of runway, 850' left of centerline, up to 100' AGL/719' MSL.

### **CAMBRIDGE. MD**

CAMBRIDGE-DORCHESTER TAKE-OFF MINIMUMS: Rwv 34. 300-1.

### **CAMP PEARY LNDG STRIP (KW94)**

centerline up to 110' AGL/151' MSL.

WILLIAMSBURG, VA . . . . . . . . . . . . 08213

TAKE-OFF OBSTACLES: Rwv 5: trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL. Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL. Rwv 23: trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL. Multiple trees and transmission lines 537' from DER, 437' right of

### CHARLOTTESVILLE, VA CHARLOTTES/ILLE-ALBEMARLE (CHO)

AMDT 9 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, std. w/min.climb.of 323' ner NM to 1500, or 2200-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 3. climb via heading 030° to 1500 then climbing right turn to 4000 direct GVE VORTAC before proceeding on course, or for climb in visual conditions: cross Charlottesville-Albemarle airport at or above 2700 before proceeding on course. Rwv 21. climb via heading 210° to 1400, then climbing left turn to 4000 direct GVE VORTAC before proceeding NOTE: Rwv 3, pole 97' from DER, 476' right of centerline.

27' AGL/627' MSL. Trees beginning 836' from DER, 597' right of centerline, up to 100' AGL/1216' MSL. Tower 2.3 NM from DER, 3443' right of centerline, 107' AGL/1167' MSL. Terrain beginning 2.2 NM from DER. 3183' right of centerline, up to 1116' MSL.

### CHASE CITY, VA

CHASE CITY MUNI

NOTE: Rwv 18, trees beginning 191' from departure end of runway, 116' left of centerline, up to 100' AGL/609' MSL. Multiple trees beginning 327' from departure end of runway, 133' right of centerline, up to 100' AGL/599' MSL. Rwv 36, trees beginning 164' from departure end of runway, 154' right of centerline, up to 100' AGL/649' MSL. Trees beginning 470' from departure end of runway, 124' left of centerline, up to 100' AGL/649' MSL.

## CHURCHVILLE, MD

HARFORD COUNTY

TAKE-OFF MINIMUMS: Rwv 28, 300-1 or std. with a min, climb of 400' per NM to 600.

NOTE: Rwy 28, 100' terrain/trees 1150' from departure end of runway.

#### CLARKSVILLE. VA

LAKE COUNTRY RGNL

TAKE-OFF MINIMUMS: Rwy 4, 600-1 or std. with a min. climb of 260' per NM to 700.

DEPARTURE PROCEDURE: Rwy 22, climb runway heading to 1900 before turning.

#### CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

ORIG 08045 (FAA)

NOTES: Rwy 5, Vehicle on road beginning 20' from departure end of runway, on centerline, up to 15' AGL/ 261'MSL, Rwv 23. Vehicle on road 23' from departure end of runway, 329' left of centerline, 15' AGL/260' MSL.



Rwy 32 300-1\*

### COLLEGE PARK, MD

COLLEGE PARK (CGS) AMDT 3B 08157 (FAA)

TAKE-OFF MINIMUMS: Rwv 15, 400-21/2 or std. w/min.

climb of 486' per NM to 600. Rwy 33, 400-21/2 or std. w/ min. climb of 433' per NM to 600. DEPARTURE PROCEDURE: Rwy 15, climb heading

149° to 600 before proceeding on course. Rwv 33, climb heading 329° to 600 before proceeding on course

NOTE: Rwv 15, trees beginning 2799' from departure end of runway, 570' left of centerline, up to 100' AGL/259' MSI Antenna 1 1 NM from departure end of runway

149' left of centerline, 167' AGL/270' MSL. Rwv 33. terrain beginning 1 NM from departure end of runway. 3700' right of centerline to 3700' left of centerline, up to 439' MSL. Building 3811' from departure end of runway. 467' right of centerline 184' AGI /254' MSI Tower 1.9 NM from departure end of runway, 1447' left of

### CRISFIELD. MD

CRISEIELD MUNI

centerline, 255' AGL/405' MSL.

TAKE-OFF MINIMUMS: Rwvs 6.24. NA-obstacles DEPARTURE PROCEDURE: Rwv 14. climb via heading 142° to 900 before proceeding on course. Rwy 32, climb via heading 322° to 900 before proceeding on course.

### **CULPEPER. VA**

CULPEPER RGNL (CJR)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: Rwv 22, climb heading 218° to 1000 before turning right.

NOTE: Rwv 4. tree 79' from departure end of runway. 418' left of centerline 86' AGL/337' MSL. Vehicle on road 207' from departure end of runway, 367' left of centerline, 15' AGL/330' MSL, Tree 3396' from departure end of runway, 514' right of centerline, 91' AGL/410'MSL. Rwy 22, tree 128' from departure end of runway, 332' left of centerline, 25' AGL/334' MSL Multiple trees beginning 272' from departure end of runway, 179' right of centerline up to 22' AGL/341' MSL. Pole 1480' from departure end of runway, 68' left of centerline, 27' AGL/356' MSL.

#### CUMBERLAND, MD

GREATER CUMBERLAND RGNL

TAKE-OFF MINIMUMS: Rwy 5, 1700-2 or std. with a min. climb of 300' per NM to 3400. Rwy 11, 1600-2 or std. with a min. climb of 520' per NM to 3400. Rwy 23, 1200-2 or std. with a min. climb of 660' per NM to 3400. Rwv 29. NA

DEPARTURE PROCEDURE: Rwys 5,11, climb runway heading to 3400 before proceeding on course. Rwy 23, climbing left turn to intercept 177° course from CBE NDB to 3400 before proceeding on course.

### DANVILLE, VA

DANVILLE RGNI

TAKE-OFF MINIMUMS: Rwys 2,31, 300-1 or std. with a min, climb of 240' per NM to 1000.

### **DAVISON AAF (KDAA)** FORT BELVOIR VA

\* Or standard with minimum climb of 380/NM to 500. TAKE-OFF OBSTACLES: Rwv 32, 63' AGL tree 865' from departure end of rwy, 82' right of centerline.

### DOVER AFB (KDOV)

TAKE-OFF OBSTACLES: Rwv 1. possible aircraft/ vehicles at DER hammerhead just left of rwy centerline. up to 65' AGL/91' MSL, Rwv 19, possible aircraft/ vehicles at DER hammerhead just right of rwy centerline, up to 65' AGL/91' MSL. Rwy 32. multiple C-5s parked on ramp beginning 1535' thru 2780' from

DER, 1010' left of centerline, up to 65' AGL/98' MSL. Bldg 3900' from DER, 760' left of centerline, 88' AGL/ 119' MSL. Possible taxiing aircraft/vehicles on taxilane Alpha beginning 565' thru 2780' from DER, 750' left of centerline, up to 65' AGL/98' MSL, Possible large aircraft 2800' from DER, on taxiway Golf just left of centerline, up to 65' AGL/92' MSL.

### DOVER/CHESWOLD. DE

DELAWARE AIRPARK

NOTE: Rwy 9, multiple trees beginning 26' from departure end of runway, 50' left of centerline, up to 100' AGL/149 MSL. Pole line 1151 from departure end of runway, 36' right of centerline, 50' AGL/99' MSL Multiple trees beginning 815' from departure end of runway, 505' right of centerline, up to 100' AGL/154' MSL. Rwv 27, multiple trees beginning 231' from departure end of runway, 85' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 829' from departure end of runway, 43' right of centerline, up to 100'AGL/164'MSL.

### DUBLIN, VA

NEW RIVER VALLEY (PSK) AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 24, 200-11/2 or std. w/min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE: Rwy 6, climbing right turn heading 150° to intercept PSK VORTAC R-120

outbound to 5200 before proceeding on course. Rwy 24, climb heading 238° to 4000 before proceeding

on course

NOTE: Rwv 6. tree 321' from DER, 493' left of centerline. 100' AGL/2112' MSL. Terrain 122' from DER, 460' left of centerline, up to 2105' MSL. Rwy 24, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL. Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL. Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231'MSL. Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL. Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL.

Terrain 68' from DER, 281' right of centerline, up to 2116'MSL.



## EASTON, MD

### FASTON/NEWNAM FIFI D

TAKE-OFF MINIMUMS: Rwv 22, 300-2 or std. w/ climb of 241' per NM to 500.

NOTE: Rwv 4, vehicles on roads beginning 199' from

departure end of runway, 350' right of centerline, up to

15' AGL/102' MSL. Multiple poles beginning 434' from departure end of runway, 88' right of centerline, up to 31'

AGL/100' MSL. Multiple trees beginning 1485' from

departure end of runway, 46' right of centerline, up to 64' AGL/133' MSL. Tree 1509' from departure end of

runway, 38' left of centerline, 47' AGL/116' MSL Rwv 15, fence 2' from departure end of runway, 411' left of centerline, 8' AGL/57' MSL. Multiple poles beginning

721' from departure end of runway, 183' left of centerline.

up to 64' AGL/123' MSL. Multiple poles beginning 828'

from departure end of runway, 514' right of centerline, up to 26' AGL/85' MSL. Multiple trees beginning 862' from departure end of runway, 275' left of centerline. up to 89' AGL/148' MSL. Multiple trees beginning 1357' from

departure end of runway, 238' right of centerline, up to 94' AGL/153' MSL. Rwy 22, tree 1251' from departure end of runway, 786' right of centerline, 56' AGL/95' MSL. Multiple trees beginning 1323' from departure end of runway, 759' left of centerline, up to 90' AGL/129' MSL Tower 1.6 NM from departure end of runway, 2373' left of centerline, 276' AGL/291' MSL. Rwy 33, multiple trees

10' from departure end of runway, 19' right of centerline, up to 139' AGL/158' MSL. Vehicle on road 352' from departure end of runway, 405' right of centerline, 15' AGL/59' MSL. Pole 888' from departure end of runway, 409' left of centerline, 19' AGL/58' MSL. Multiple trees beginning 1153' from departure end of runway, 245' left

## **ELKTON. MD**

#### CECIL COUNTY

TAKE-OFF MINIMUMS: NOTE: Rwy 13, cross departure end of runway at or above 27' AGL/89' MSL. Rwy 31, 300-11/2 or std. w/min. climb of 290' per NM to 400

of centerline, up to 99' AGL/118' MSL.

DEPARTURE PROCEDURE: Rwy 31, climb heading 308° to 900 before turning left. NOTE: Rwy 13, trees 185' from departure end of runway, 110' right of centerline, 50' AGL/113' MSL. Trees 325'

from departure end of runway, 125' left of centerline, 75' AGL/138' MSL. Rwy 31, trees, 1350' from departure end of runway, on centerline, 115' AGL/221' MSL. Trees beginning 1050' from departure end of runway, 781' left to 781' right of centerline, up to 100' AGL/309'MSL

EMPORIA, VA EMPORIA-GREENSVILLERGNI (EMV)

ORIG 09155 (FAA)

NOTE: Rwv 15, vehicle on roadway 21' from DER 291' left of centerline, up to 15' AGL/124' MSL. Trees beginning 56' from DER 245' right of centerline up to

60' AGL/169' MSL Trees beginning 98' from DER 231' left of centerline, up to 60' AGL/169' MSL. Trees beginning 1387 from DER 387 left of centerline up to 60' AGL/149' MSL. Rwv 33, trees beginning 115' from DER, 276' right of centerline, up to 60' AGL/189' MSL.

Trees beginning 138' from DER, 321' left of centerline. up to 60' AGL/189' MSL. Vehicle on roadway, 163' from DER 524' right of centerline up to 15' AGI /144' MSI Vehicle on roadway, 222' from DER, 534' left of centerline, up to 17' AGL/146' MSL.

FARMVILLE. VA FARMVILLE RGNL (FVX)

ORIG 07354 (FAA)

NOTE: Rwv 3. tree 1335' from departure end of runway. 277' right of centerline, 59' AGL/476' MSL, Rwv 21.

vehicle on road 18' from departure end of runway, 495' left of centerline, 15' AGL/425' MSL. Tree 675' from departure end of runway, 315' right of centerline, 42' AGI /452' MSI

## FELKER AAF (KFAF).

FORT EUSTIS. VA. Rwv 14.32 standard.

TAKE-OFF OBSTACLES: Rwy 14: Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL, Rwy 32: Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL. Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

08297

#### FORT MEADE (ODENTON), MD TIPTON

NOTE: Rwy 10, cross departure end of runway at or above 17' AGL/167' MSL. Rwv 10. trees 1052' right of departure end of runway, 88' AGL/238' MSL.

### FRANKLIN, VA

FRANKLIN MUNI-JOHN BEVERLY ROSE (FKN)

AMDT 2 09071 (FAA) NOTE: Rwv 9. trees beginning 1977' from DER, 349' left of centerline, up to 100' AGL/139' MSL. Trees beginning 1287' from DER, 236' right of centerline, up to 100' AGL/

134' MSL. Vehicle on road 533' from DER, 604' right of centerline, 15' AGL/59' MSL. Rwy 27, trees beginning 100' from DER, 444' left of centerline, up to 100' AGL/ 134' MSL. Trees beginning 520' from DER, 520' right of centerline, up to 100' AGL/134' MSL. Vehicle on road

### FREDERICK, MD

MSL.

FREDERICK MUNI

TAKE-OFF MINIMUMS: Rwy 12, 500-3 or std. with a min. climb of 270' per NM to 1000.

308' from DER, left to right of centerline, 15' AGL/44'

DEPARTURE PROCEDURE: Rwys 5, 23, climb runway heading to 2000 before proceeding on course. Rwy 30, climbing right turn to intercept FDK VOR R-010 to 2400 before proceeding on course.

9351



### FREDERICKSBURG. VA SHANNON

TAKE-OFF MINIMUMS: Rwv 24, 800-3 or std. with a min\_climb of 290' per NM to 800 DEPARTURE PROCEDURE: Rwv 24, climb to 800 via

runway heading before proceeding on course. NOTE: 744' tower 2.1 NM from departure end of Rwy 24.

# FRIENDLY. MD

### POTOMAC AIRFIELD

TAKE-OFF MINIMUMS: Rwvs 6.24, 300-1.

NOTE: Rwv 6, 50' AGL trees 300' left of departure end of runway, 75' AGL trees 320' right of departure end of

runway, Rwy 24, 80' AGL trees 200' right of departure end of runway, 75' AGL trees 200' left of departure end of runway, 30' AGL hanger 200' from departure end of runway 190' right of centerline

### FRONT ROYAL, VA

FRONTROYAL-WARREN COUNTY TAKE-OFF MINIMUMS: Rwv 9, std. w/min, climb of

409' per NM to 1100, or 2300-3 for climb in visual conditions. Rwv 27. NA-obstacles. DEPARTURE PROCEDURE: Rwv 9. climbing left turn via MRB R-216 to MRB VORTAC before proceeding on course, do not exceed 180 knots until MRB VORTAC:

or for climb in visual conditions: cross Front Royal-Warren County Airport at or above 2900 MSL before proceeding on course

NOTE: Rwy 9, multiple trees beginning 148' from departure end of runway, 99' right of centerline, up to 100' AGL/939' MSL. Multiple trees beginning 182' from departure end of runway, 189' left of centerline, up to 100' AGI /854' MSI

### MONTGOMERY COUNTY AIRPARK

GAITHERSBURG. MD

TAKE-OFF MINIMUMS: NOTE: Rwy 14,62' AGL trees 197' right of centerline. Rwy 32, 63' AGL trees 335' left of centerline.

### GALAX-HILLSVILLE, VA

TWIN COUNTY

TAKE-OFF MINIMUMS: Rwv 19, 300-1 or std. with a

min. climb of 240' per NM until passing 3000. Rwy 1, 300-1 or std, with a min, climb of 310' per NM until passing 3000.

### GEORGETOWN.DE

SUSSEX COUNTY

## TAKE-OFF MINIMUMS: Rwvs 4.13.22.31.300-1.

min. climb of 240' per NM to 2700.

GRUNDY, VA

## **GRUNDY MUNI**

TAKE-OFF MINIMUMS: Rwy 22, 300-2 or std. with a

HAGERSTOWN.MD

### HAGERSTOWN RGNL -RICHARD A. HENSON

FIELD TAKE-OFF MINIMUMS: Rwv 2, 300-1.

DEPARTURE PROCEDURE: Rwy 9, climbing left turn to 2500 via 040° heading to intercept the HGR R-084

before departing as cleared. Rwvs 2, 20, climb to 2000 9351 before turning eastbound.

### HOT SPRINGS, VA INGALLS FIFLD

TAKE-OFF MINIMUMS: Rwv 7.500-1 or std. with a min. climb of 320' per NM to 4400. Rwy 25, 600-1 or std. with a min. climb of 390' per NM to 5000. DEPARTURE PROCEDURE: Rwv7. climb runwav

heading to 4400 before proceeding on course. Rwy 25, climb runway heading to 5000 before proceeding on course. INDIAN HEAD, MD

### MARYI AND

TAKE-OFF MINIMUMS: Rwv 36, 300-11/4 or std. w/ min.

climb of 360' per NM to 600. NOTE: Rwv 18. trees abeam departure end of runway

125' left of centerline, up to 100' AGL/256' MSL. Trees 269' from departure end of runway, on centerline, 100'

AGI /256' MSI Trees abeam departure end of runway 125' right of centerline, up to 100' AGL/256' MSL. Tower 6170' from departure end of runway 620' right of centerline, 190' AGL/384' MSL. Rwy 36, trees 258' from departure end of runway, 309' left of centerline, up to 100'

AGI /271 MSI Tree 567 from departure end of runway

125' left of centerline, 60' AGL/230' MSL. Rising terrain

beginning 73' from departure end of runway, 64' right of

### JONESVILLE, VA LEE COUNTY

centerline, 180' MSL.

MSI

TAKE-OFF MINIMUMS: Rwy7, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions. Rwy 25, std. w/min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 7, 25, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

NOTE: Rwv7. terrain 116' from departure end of runway. 72' right of centerline, 1439' MSL, Terrain 691' from departure end of runway, 53' right of centerline, 1459' MSL. Terrain 267' from departure end of runway, 190' left of centerline, 1439' MSL. Terrain 479' from departure end of runway, 68' left of centerline, 1459'



### LANGLEY AFB (KLFI) HAMPTON VA

Orig 07354

\* Or standard with minimum climb of 240 ft/NM to 700.

NOTE: Rwy 26 cross DER at or above 10' AGL /18' MSL TAKE-OFF OBSTACLES: Rwv8 Boat 2261 from

DER 779 left of centerline 60 AGL/80 MSL Boat 2500' from DER, 59' left of centerline, 60' AGL/ 70' MSI Vehicle on road 1051' from DER 702' right of centerline, 15' AGL/43' MSL, Boat 2841' from DER, 641' right of centerline, 60' AGL/80' MSL, Multiple towers 2.0 NM from DER 1.7 NM right of centerline, 503' AGL/511' MSL, Rwy 26, Tree 4050' from DER 685' left of centerline 100' AGL/ 120' MSL. Tree 4840' from DER, 687' left of centerline.100' AGL/136' MSL. Tree 4044' from DER. 31'left of centerline 101'AGL/113'MSL Tree 4153' from DER, 342' right of centerline, 101' AGL/ 114' MSI Tree 4037' from DER 623' right of centerline, 101' AGL/110' MSL, Tree 4377' from DER, 435' right of centerline, 100' AGL/121' MSL. Tree 3805' from DER 1184' right of centerline 100'AGL/133'MSL.

#### LAUREL, DE

LAURFI

DEPARTURE PROCEDURE: Rwvs 15.33, climb runway heading to 1200 before proceeding on course.

#### LAWRENCEVILLE, VA

LAWRENCEVILLE/BRUNSWICK MUNI

TAKE-OFF MINIMUMS: Rwvs 6.24, NA. NOTE: Rwv 18, trees 1654' from departure end of runway, 772' left of centerline, 88' AGL/407' MSL. Trees 200' from departure end of runway, on centerline. 22' AGL/321' MSL Rwv 36, trees 1487' from departure end of runway, 20' left of centerline, 88' AGL/420' MSL. Trees 113' from departure end of runway, 372' right of centerline, 88' AGL/420' MSL.

#### LEESBURG. VA

LEESBURG EXECUTIVE (JYO)

AMDT 1 09183 (FAA)

DEPARTURE PROCEDURE: Rwv 35, climb heading 351° to 900 before proceeding on course. NOTE: Rwy 17, building 167' from DER, 360' left of centerline, 22' AGL/401' MSL, Pole 958' from DER.

373' left of centerline, 32' AGL/421' MSL. Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL. Rwy 35, terrain 96' from DER, 453' left of centerline, 381' MSL, Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL. Trees 682' from DER, 333' right of centerline, up to 100' AGL/459' MSL. Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

### LEONARDTOWN.MD ST MARY'S COUNTY RGNI

NOTES: Rwv 11, multiple trees beginning 88' from

departure end of runway 339' left of centerline up to 80' AGL/205' MSL. Multiple trees beginning 61' from departure end of runway, 193' right of centerline up to 80' AGL/205' MSL. Rwv 29, multiple trees beginning 996' from departure end of runway, 227' left of centerline up to 79' AGL/221' MSL. Multiple trees beginning 596' from departure end of runway, 277' right of centerline up to 71' AGL/213' MSL. Multiple towers on buildings beginning 53' from departure end of runway, 400' right of centerline up to 26' AGL/168' MSL. Equipment on building 223' from departure end of runway, 449' right of centerline. 15' AGL/169' MSL. Tower 402' from departure end of runway, 399' right of centerline, 33' AGL/175' MSL. Fence 496' from departure end of runway, 241' right of centerline, 22' AGL/164' MSL.

### LOUISA. VA

LOUISA COUNTY/FREEMAN FIELD (LKU) ORIG 08157 (FAA)

NOTE: Rwv 9, trees beginning abeam departure end of runway, 369' right of centerline, up to 100' AGL/589' MSL. Trees beginning 226' from departure end of runway, 541' left of centerline, up to 100' AGL/559' MSL. Trees beginning 1200' from departure end of runway, left and right of centerline, up to 100'AGL/539'MSL, Rwy 27. trees beginning abeam departure end of runway, 350' right of centerline, up to 100' AGL/569' MSL, Trees beginning 211' from departure end of runway, 133' right of centerline, up to 100' AGL/569' MSL. Trees beginning 69' from departure end of runway, 513' left of centerline, up to 100' AGL/569' MSL. Trees beginning 586' from departure end of runway, left and right of centerline, up to 100' AGL/549' MSL.

## LURAY. VA

LURAY CAVERNS

TAKE-OFF MINIMUMS: Rwys 4, 22, 1000-3 DEPARTURE PROCEDURE: Climb visually so as to cross airport at or above 2000, then continue climb to 5000 via LUA 215° bearing before proceeding on

### LYNCHBURG. VA

FAI WELL

TAKE-OFF MINIMUMS: Rwy 10, 1100-21/2 for climb in visual conditions. Rwy 28, NA-obstacle.

DEPARTURE PROCEDURE: Rwy 10, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

NOTE: Rwy 10, multiple trees 9' from departure end of runway, 87' right of centerline, up to 100' AGL/899' MSL. Multiple power lines 2896' from departure end of runway. 1192' right of centerline, up to 149' AGL/968' MSL.



## $\overline{f V}$ take-off minimums and (obstacle) departure procedures $\overline{f V}$

## LYNCHBURG, VA (CON'T)

### LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

AMDT 8 08073 (FAA)

TAKE-OFF MINIMUMS: Rwv 17, 300-21/4 or std. w/

min. climb of 232' per NM to 1500. Rwy 35. std. w/min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 4. climb heading 036° to 2200 before proceeding on course, Rwy 17. climb heading 169° to 1800 before turning right, Rwy

22. climb heading 216° to 1800 before turning right. Rwy 35, climb heading 349° to 3000 before turning left, or for climb in visual conditions; cross Lynchburg Rgnl/Preston Glenn Field at or above 2500' MSL before proceeding on course.

NOTE: Rwv 4. trees beginning 2029' from departure end of runway, 62' right of centerline up to 81' AGL/999' MSL. Trees beginning 1422' from departure end of runway, 3' left of centerline up to 76' AGL/995' MSL. Poles beginning 427' from departure end of runway. 483' right of centerline up to 44' AGL/1044' MSL. Obstruction lights on fence beginning 2' from departure end of runway, 500' right of centerline up to 30' AGL/948' MSL, Antenna on building 395' from departure end of runway, 277' right of centerline 15' AGL/954' MSL, Light 606' from departure end of runway, 599' right of centerline, 18' AGL/982' MSL. Building 400' from departure end of runway, 345' right of centerline, 12' AGL/951' MSL, Rwv 17, trees beginning 284' from departure end of runway, 77' left of centerline up to 277' AGL/1195' MSL. Trees beginning 265' from departure end of runway, 178' right of centerline up to 57' AGL/969' MSL. Obstruction light on pole 9326' from departure end of runway 333' left of centerline, 270' AGL/1188 MSL. Rwy 22, trees beginning 274' from departure end of runway, 245' right of centerline up to 41' AGL/979' MSL. Trees beginning 2616' from departure end of runway, 206' left of centerline up to 41' AGL/979' MSL. Poles beginning 2872' from departure end of runway, 603' right of centerline up to 44' AGL/982' MSL. Rwv 35, trees beginning 2955' from departure end of runway, 140' right of centerline up to 96' AGL/ 1014' MSL. Trees beginning 722' from departure end of runway, 71' left of

centerline up to 119' AGL/1037' MSL. Pole 36' from

943' MSL.

departure end of runway 98' left of centerline, 25' AGL/

### MANASSAS. VA MANASSAS RGNI/HARRY P DAVIS FIFI D

NOTE: Rwy 16R, terrain 64' from departure end of

runway, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from departure end of runway, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from departure end of runway, 463' right of centerline, 15' AGL/214' MSL, Terrain 33' from departure end of runway, 427' left of centerline, 179' MSL. Numerous trees beginning 688' from departure end of runway 40' left of centerline, up to 100' AGL /279' MSL. Rwy 16L, terrain 56' from departure end of runway, 177' left of centerline, 179' MSL, Numerous trees beginning 1911' from departure end of runway, 158' left of centerline, up to 83' AGL/292' MSL, Terrain 87' from departure end of runway, 386' right of centerline, 179' MSL. Numerous trees beginning 2559' from departure end of runway, 29' right of centerline, up to 100' AGL/273' MSL. Rwy 34R, sign 70' from departure end of runway, 91' right of centerline, 6' AGL/ 196' MSL. Terrain beginning 23' from departure end of runway, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from departure end of runway, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1860' from departure end of runway, 828' right of centerline, 70' AGL/280' MSL. Numerous trees beginning 2875' from departure end of runway, 484' left of centerline, up to 27' AGL/266' MSL, Rwv 34L, terrain 107' from departure end of runway, 409' right of centerline, 189' MSL. Numerous trees beginning 2802' from departure end of runway, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from departure end of runway, 154' left of centerline, 189' MSL. Vehicle on road 366' from departure end of runway, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1603' from departure end of runway, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3398' from

### MARION/WYTHEVILLE. VA

MOUNTAIN EMPIRE

AGL/274'MSL.

TAKE-OFF MINIMUMS: Rwy 8, 300-1. Rwy 26, 800-1. DEPARTURE PROCEDURE: Rwy 8, climb direct to MK NDB then climb to 5300 via 073° bearing before proceeding on course. Rwy 26, climb to 5400 via 253° bearing from MK NDB before proceeding on course.

departure end of runway, 1102' left of centerline, 68'

### MARTINSVILLE, VA

BLUE RIDGE (MTV)

AMDT 2A 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 240' per NM to 2100. Rwy 30, 300-1 or std. with a min. climb of 370' per NM to 1100.

DEPARTURE PROCEDURE: Rwy 12, climb direct

BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. Rwy 30, climbing right turn direct BALES LOM, climb in BALES LOM holding pattern (SE, right turns, 304° inbound) to 4000 before proceeding on course. NOTE: Rwy 12, trees 38' from departure end of runway, 380' right of centerline, 82' AGL/941' MSL. Trees 316'

from departure end of runway, 320' left of centerline, 56' AGL/956' MSL.

9351



#### MELFA. VA ACCOMACK COUNTY

NOTE: Rwv 3, multiple trees beginning 41' from

departure end of runway 221' right of centerline, up to 84' AGI /128' MSI Truck on road 204' from departure end of runway 231' left of centerline 15' AGL/61' MSL Multiple trees beginning 249' from departure end of runway, 14' left of centerline, up to 106' AGL/155' MSL Truck on road 494' from departure end of runway 228' left of centerline 15' AGL /62' MSL Rodon obstruction light tower 862' from departure end of runway 402 left of centerline 55 AGI /99 MSI Rwy 21, multiple trees beginning 27' from departure end of runway 395' right of centerline, up to 91' AGL /135 MSI Multiple trees 504' from departure end of runway, 403' left of centerline, up to 110' AGL/144' MSI

### MIDDLETOWN, DE

SUMMIT

TAKE-OFF MINIMUMS: Rwv 35, 300-1, or std, with a min, climb of 280' per NM to 400.

### MITCHELLVILLE. MD

FRFFWAY

TAKE-OFF MINIMUMS: Rwv 18, 300-1 or std. with a min. climb of 295' per NM to 500. Rwv 36, 300-1 or std, with a min, climb of 500' per NM to 600. NOTE: Rwv 18, trees 328' from departure end of runwav. 20' AGL/178' MSL. Trees 838' from departure end of runway 337' left of centerline 50' AGL /220' MSL. Rwv 36, cross departure end of runway at or above 35' AGL/203' MSL. Road/vehicle, 231' from departure end of runway, 17' AGL/185' MSL, Trees 332' from departure end of runway, 20' AGL/188' MSL. Power poles and lines crossing centerline, 2280' from departure end of runway, 186' AGL/345' MSL.

### MONETA. VA

SMITH MOUNTAIN LAKE

TAKE-OFF MINIMUMS: Rwvs 5, 23, 300-1. DEPARTURE PROCEDURE: Rwys 5, 23, climb straight ahead to 1600 before proceeding on course.

### NEWPORT NEWS, VA NEWPORT NEWS/WILLIAMSBURG INTI

TAKE-OFF MINIMUMS: Rwv 20, 300-11/4 or standard

with a minimum climb of 255' per NM to 300. NOTE: Rwv 2, bush 295' from departure end of runway. 291' right of centerline 22'AGL/62' MSL. Tree 937' from departure end of runway, 603' left of centerline 81' AGL/ 131'MSL. Pole 1221' from departure end of runway. 487' right of centerline 31' AGL/81' MSL Tree 1275' from departure end of runway, 517' left of centerline 79' AGL/132 MSL. Multiple trees beginning 1554 from departure end of runway, 298' left of centerline up to 88' AGL/141' MSL. Tree 1686' from departure end of runway, 428' right of centerline 61' AGL/114' MSL. Tree 1849' from departure end of runway, 598' right of centerline 72' AGL/125' MSL. T-L tower 3351' from departure end of runway, 1008' left of centerline 109' AGL/161 MSL. Rwy7, tree 371' from departure end of runway, 588' left of centerline 36' AGL/73' MSL, T-L tower 4120' from departure end of runway, 1324' right of centerline 93' AGL/116'MSL. T-L tower 5625' from departure end of runway, 1345' left of centerline 133' AGL/191'MSL. Rwy 20, bush 96' from departure end of runway, 293' left of centerline 22' AGL/52' MSL, Stack 5977' from departure end of runway, 598' left of centerline 186' AGL/227' MSL. Rwv 25. tree 694' from departure end of runway, 549' right of centerline 42' AGL/65' MSL. Tree 1020' from departure end of runway, 703' right of centerline 23' AGL/97' MSL. Tree 1622' from departure

#### NORFOLK, VA

CHESAPEAKE RGNI

DEPARTURE PROCEDURE: Rwvs 5, 23, climb runway heading to 500 before proceeding on course. NOTE: Rwy 5, cross departure end of runway at or above 27' AGL/48' MSL. Trees 2200' from departure end of runway, 545' left of centerline, 81' AGL/102' MSL. Rwy 23, cross departure end of runway at or above 25' AGL/ 43'MSL, Trees 1600' from departure end of runway, 710' right of centerline, 62' AGL/82' MSL.

end of runway, 529' left of centerline 59' AGL/79' MSL.

Tree 2654' from departure end of runway, 335' right of

end of runway, 1125' right of centerline 116' AGL/139'

centerline 86' AGL/106' MSL. Tree 3435 from departure



### NORFOLK, VA (CON'T) HAMPTON ROADS EXECUTIVE

TAKE-OFF MINIMUMS: Rwv 10, std. w/min. climb of 217 per NM to 700 or alternatively w/std\_takeoff minimums and a normal 200' per NM climb gradient. takeoff must occur no later than 2100' prior to departure

end of runway or 1700-21/2 for climb in visual conditions 102° to 900 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course AGL/124' MSL. Multiple trees beginning 917' from departure end of runway, 422' right of centerline, up to

DEPARTURE PROCEDURE: Rwv 2, climb heading 019° to 1600 before turning west. Rwy 10, climb heading Rwv 20. climb heading 199° to 1000 before turning North. Rwy 28, climb heading 282° to 1500 before turning North. NOTE: Rwy 2, multiple trees beginning 693' from departure end of runway, 286' left of centerline, up to 100' 100' AGL/124' MSL. Rwv 10, trees 688' from departure end of runway, 374' left of centerline, 61' AGL/85' MSL. Vehicle on road and multiple trees beginning 750' from departure end of runway, 359' right of centerline, up to 100' AGL/124' MSL. Tower 1.1 NM from departure end of runway, 1424' left of centerline, 175' AGL/192' MSL. Rwy 20, vehicle on road and multiple trees beginning 199' from departure end of runway, 250' left of centerline. up to 100' AGL/124' MSL. Vehicle on road and multiple trees beginning 595' from departure end of runway, 8' right of centerline, up to 100' AGL/124' MSL, Rwv 28. multiple trees beginning 2711' from departure end of

runway, 366' left of centerline, up to 100' AGL/124' MSL.

beginning 2595' from departure end of runway, 362' right

Vehicle on road 3' from departure end of runway, 112'

right of centerline, 17' AGL/34' MSL. Multiple trees

of centerline, up to 100' AGL/124' MSL.

### NORFOLK, VA (CON'T) NORFOLK INTL NOTES: Rwv 5, mobile crane 4091' from departure end

of runway, 1249' right of centerline, 150' AGL/163' MSI Multiple ship masts beginning 2761' from departure end of runway, 22' right of centerline, up to 100' AGL/100' MSL. Multiple ship masts beginning 2564' from departure end of runway, 133' left of centerline, up to 100' AGL/100' MSL. Obstruction light on pole 3978' from departure end of runway, 931' left of centerline, 138' AGL/146' MSL. Multiple towers beginning 4045' from departure end of runway, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction light on pole 2898' from departure end of runway, 811' right of centerline, 84' AGL/98' MSL, Antenna 4115' from departure end of runway, 1585' right of centerline, 117' AGL/131' MSL. Tower 2974' from departure end of runway, 772' right of centerline, 90' AGL/98' MSL. obstruction light on pole 2696' from departure end of runway, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from departure end of runway, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from departure end of runway, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from departure end of runway, 1254' left of centerline. 89' AGL/94' MSL. Tree 1399' from departure end of runway, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from departure end of runway, 301' left of centerline, 2' AGL/19' MSL. Terrain 23' from departure end of runway, 227' left of centerline, 0' AGL/17'MSL, Rwy 14, tree 2541' from departure end of runway, 432' right of centerline, 101' AGL/121' MSL. Multiple trees beginning 443' from departure end of runway, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from departure end of runway, 254' right of centerline, 45' AGL/62' MSL, Rwv 23, rod on obstruction light pole 1012' from departure end of runway, 650' right of centerline, 56' AGL/73' MSL. Multiple trees beginning 619' from departure end of runway, 584' left of centerline, up to 81' AGL/98' MSL. Obstruction light on pole 1433' from departure end of runway, 738' left of centerline, 54' AGL/71' MSL. Multiple trees beginning 323' from departure end of runway, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from departure end of runway, 840' right of centerline, 57' AGL/74' MSL. Rwy 32, multiple trees beginning 17' from departure end of runway, 460' right of centerline, up to 81' AGL/98' MSL. Multiple trees and poles beginning 60' from departure end of runway, 333' left of centerline, up to 87' AGL/92' MSL. Road

### NORFOLK NS (CHAMBERS FIELD)(KNGU)

NORFOLK, VA 08269

207' from departure end of runway, 231' right of centerline, 12' AGL/29' MSL. Multiple obstruction lights on towers 201' from departure end of runway, 135' left of centerline, up to 12' AGL/27' MSL.

Rwv 28: 300-11/2\*

\* Or standard with minimum climb of 235'/NM (DoD) or 245'/NM (civil) to 300. TAKE-OFF OBSTACLES: Rwy 10: Trees with a

maximum height of 100' within 1500' of departure end of rwy. Cross departure end of rwy at or above 35' AGL/48'



### OAKLAND, MD GARRETT COUNTY (2G4)

ORIG 08101 (FAA)

NOTE: Rwv 9. Multiple trees beginning 75' from departure end of runway 94' left of centerline up to 100' AGL/2939' MSL. Multiple trees beginning 76' from departure end of runway 47' right of centerline up to 100' AGL /2939' MSL Rwy 27. Multiple trees beginning 15' from departure end of runway, 334' left of centerline, up to 100' AGL/3019' MSL. Multiple trees beginning 19' from departure end of runway. 107' right of centerline, up to 100' AGL/3019' MSL.

### OCEAN CITY, MD

OCEAN CITY MUNI

TAKE-OFF MINIMUMS: Rwvs 2, 32, 400-2 or std. with a min\_climb of 260' per NM to 500

### OCEANA NAS (APOLLO SOUCEK FIELD)(KNTU)

VIRGINIA BEACH, VA. . . . . . . . . . . . . 09351 TAKE-OFF OBSTACLES: Rwv 5L, Trees 115' MSL. 3706' from DER, 97' right of centerline, Rwy 5R. Trees 115' MSL, 3706' from DER, 603' left of centerline, Rwv 14L, Trees 105' MSL, 2792' from DER, 7' left of centerline, Rwy 14R, Trees 105' MSL. 2792' from DER 708' left of centerline

### ORANGE, VA

ORANGE COUNTY

TAKE-OFF MINIMUMS: Rwv 8, 300-1. DEPARTURE PROCEDURE: Rwvs 8, 26, climb runway heading to 1500 before turning.

### PATUXENT RIVER NAS (TRAPNELL FIELD),(KNHK)

PATUXENT RIVER, MD . . . . . . . . . 09267 Rwy 6, Obstacle identification surface begins 15' above

DER Rwy 14, Obstacle identification surface begins 35'

above DER.

Rwy 20, Obstacle identification surface begins 20' above DER.

Rwy 24, Obstacle identification surface begins 15' above DER.

TAKE-OFF OBSTACLES: Rwv 6. Pole 63' AGL/83' MSL, 1967' from DER, 981' left of centerline. Rwy 14, Trees 42' AGL/57' MSL, 190' from DER, 223' left of centerline. Two lane road crossing rwy thld max ht 17' AGL/33' MSL, 193' from DER. Pole 34' AGL/50' MSL, 315' from DER, 198' left of centerline, Trees 43' AGL/ 59' MSL, 520' from DER, 637' right of centerline. Rwy 20, Trees 44' AGL/81' MSL, 1555' from DER, 845' right of centerline, Trees 56' AGL/93' MSL, 2057' from DER, 778' right of centerline. Trees 67' AGL/ 104' MSL, 2077' from DER, 818' right of centerline. Trees 93' AGL/130' MSL, 3029' from DER, 32' left of

centerline. Rwy 24, 43' AGL/81' MSL, 1682' from DER, 582' left of centerline. Trees 57' AGL/93' MSL, 2015' from DER, 965' left of centerline, Trees 66' AGL/104' MSL, 2056' from DER, 948' left of centerline.

### PETERSBURG. VA DINWIDDIE COUNTY (PTB)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwvs 32, 14, NA-obstacles. NOTE: Rwv 5, numerous trees beginning 911' from departure end of runway, 551' left of centerline, up to 65' AGI /254 MSI Fence 161 from departure end of runway 472' right of centerline 7' AGI /196' MSI. Tree 1031' from departure end of runway, 690' right of centerline 57' AGL /256' MSL Rwy 23, numerous trees beginning 2615' from departure end of runway, 69' right of centerline, up to 80' AGL/289' MSL. Fence 10' from departure end of runway 476' left of centerline 10' AGL/ 199' MSL. Numerous trees beginning 819' from departure end of runway 528' left of centerline up to 72' AGL/281' MSL.

## PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD ... 07270 TAKE-OFF OBSTACLES: Rwv 4 vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL. Tree 1126' from DER 118' left of centerline 29' AGL/88' MSL. Rwy 22, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL, Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL. Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL,

### QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA . . . . . . . . . Diverse departures not authorized.

Rwv 2.400-21/2\*

Rwy 20, 300-11/4\*\*

\* Or standard with minimum civil climb of 470 ft/NM to 600, minimum military climb of 410 ft/NM to 500.

\*\* Or standard with minimum civil climb of 360 ft/NM to 400, minimum military climb of 320 ft/NM to 400. DEPARTURE PROCEDURE: Rwv 2. Climbing right turn to 2000 direct BRV VORTAC or to assigned

heading for radar vectors. Rwy 20, Climb to 2000 direct BRV VORTAC or as assigned for radar vectors.

TAKE-OFF OBSTACLES: Rwy 2, Multiple trees on rising terrain 100' AGL/296' MSL, 4075' from DER, 803' left of centerline. Multiple trees on rising terrain 100' AGL/197' MSL, 5763' from DER, 106' left of centerline. Multiple trees 100' AGL/240' MSL, 5763' from DER, 509' right of centerline. Smokestack 100' MSL, 2310' from DER, 401' left of centerline, Multiple smokestacks up to 397' MSL, 2

NM from DER, 4175' right of centerline. Rwy 20, Terrain 27' MSL, starting 347' from DER, 192' right of centerline, Trees 34' AGL/213' MSL, 5749' from DER. 1878' right of centerline.

9351



### QUINTON VA NEW KENT COUNTY

NOTE: Rwv 10, trees beginning 358' from departure end

of runway 6' left of centerline up to 100' AGL/169' MSL Trees beginning 994' from departure end of runway, 602' right of centerline, up to 100' AGL/209' MSL. Trees

beginning 1396' from departure end of runway, 389' left of centerline, up to 100' AGL/209' MSL. Trees

beginning 3422' from departure end of runway, left and

right of centerline, up to 100' AGL/239' MSL. Rwy 28, trees beginning 345' from departure end of runway, 296' right of centerline, up to 100' AGL/209' MSL, Trees beginning 367' from departure end of runway, 527' left of centerline, up to 100' AGL/209' MSL. Trees beginning 2134' from departure end of runway, left and right of

#### RICHLANDS, VA TAZEWELL COUNTY

centerline, 100' AGL/239' MSL.

TAKE-OFF MINIMUMS: Rwy 7, 300-1 or std. with a min. climb of 430' per NM to 3000. Rwy 25, 300-1 or std. with a min. climb of 280' per NM to 2900.

DEPARTURE PROCEDURE: Rwy7, climb runway heading to 4700 before proceeding southbound. Rwy 25, climb runway heading to 4100 before proceeding southbound.

## RICHMOND, VA

CHESTERFIELD COUNTY TAKE-OFF MINIMUMS: Rwy 15, 800-1 or std. with a min. climb of 280' per NM to 1200. Rwy 33, 1200-1, or std. with a min. climb of 220' per NM to 1700.

DEPARTURE PROCEDURE: Rwy 15. climb runway heading to 1200' before proceeding on course. Rwy 33, climb runway heading to 1700' before proceeding on course.

NOTE: Rwy 15, 18' AGL pole 1315' from departure end of runway, 304' left of centerline, Rwv 33, 84' AGL tree

2399' from departure end of runway, 84' left of centerline.

### RICHMOND INTL

NOTE: Rwy 2, cross departure end of runway at or above 30' AGL/195' MSL. Rwy 7, cross departure end of runway at or above 34' AGL/223' MSL. Rwy 16, cross

departure end of runway at or above 22' AGL/183' MSL. Rwy 20, cross departure end of runway at or above 35' AGL/193' MSL. Rwv 25, cross departure end of runway

at or above 20' AGL/176' MSL. Rwy 34, cross

departure end of runway at or above 10' AGL/177' MSL.

RICHMOND/ASHLAND. VA HANOVER COUNTY MUNI (OFP)

ORIG 09239 (FAA)

NOTE: Rwv 16, treees beginning 48' from DER 479'

left of centerline, up to 101' AGL/291' MSL. Poles beginning 1077' from DER, 36' left of centerline, up to

36' AGL/236' MSL. Pole 1120' from DER 166' right of centerline 30' AGL/230' MSL. Trees beginning 1307' from DER, 26' left of centerline, up to 108' AGL/298'

MSL. Trees beginning 1431' from DER, 319' right of centerline, up to 104' AGL/294' MSL, Rwv 34, road and trees beginning 149' from DER, 345' right of centerline. up to 47' AGL/247' MSL. Road and trees beginning 410'

from DER, 386' left of centerline, up to 103' AGL/293' MSL. Poles beginning 660' from DER, on centerline, up to 39' AGL/239' MSL. Trees beginning 1402' from DER, 445' right of centerline, up to 100' AGL/290' MSL, Trees

beginning 2714' from DER, 487' right of centerline, up

to 104' AGL/304' MSL. RIDGELY. MD RIDGELY AIRPARK

> NOTE: Rwy 12, multiple trees beginning 592' from departure end of runway, 6' left of centerline, up to 100'

> AGL/160' MSL. Multiple trees beginning 239' from departure end of runway, 338' right of centerline, up to 100' AGL/160' MSL.

## ROANOKE, VA

ROANOKE RGNL/ WOODRUM FIELD (ROA) AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 6, 33, NA - obstacles. Rwv 24. std. w/min. climb of 216' per NM to 2600. DEPARTURE PROCEDURE: Rwy 15, climb heading 154° to intercept the ROA VORTAC R-122 to 4000

before proceeding on course. Rwy 24, climb west on I-SZK LDA localizer course on 4200 to DIXXY Int/I-SZK 15.25 DME before proceeding on course.

NOTE: Rwv 15, trees 1.18 NM from departure end of runway, 2122' left of centerline, 60' AGL/1321' MSL, Rwy 24, bush 86' from departue end of runway, 385' left of centerline, 4' AGL/1163' MSL, Tree 150' from departure end of runway, 415' right of centerline, 60'

AGL/1171'MSL, Tree 737' from departure end of runway, 454' right of centerline, 60' AGL/1179' MSL. Tree 1164' from departure end of runway, 726' right of centerline, 60' AGL/1206' MSL.

## SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

ORIG 07354 (FAA) NOTE: Rwy 5, trees and antennas beginning 961' from

departure end of runway, 49' left of centerline, up to 83' AGL/135' MSL. Trees beginning 2769' from departure end of runway, 5' right of centerline, up to 85' AGL/136' MSL. Rwy 23, trees beginning 514' from departure end of runway, 518' left of centerline, up to 68' AGL/118'

MSL. Trees and antenna beginning 774' from departure

end of runway, 303' right of centerline, up to 76' AGL/ 127' MSL. Trees beginning 2835' from departure end of runway, 186' right of centerline, up to 75' AGL/125' MSL. Rwy 32, trailer, hangar and obstruction light beginning 120' from departure end of runway, 509' left of centerline, up to 23' AGL/72' MSL. Trees beginning 2215' from departure end of runway, 140' left of centerline, up to 79'



### SALUDA. VA HUMMEL FIELD

DEPARTURE PROCEDURE: Rwvs 1.19. climb runway

heading to 1000 before turning on course.

NOTE: Rwv 1, 23' AGL tree left of departure end of

runway, 65' AGL tree 663' from departure end of runway. 129' left of centerline, Rwy 19, 26' AGL tree 237' from departure end of runway, 116' right of centerline.

### SOUTH BOSTON, VA WILLIAM M TUCK

TAKE-OFF MINIMUMS: Rwy 1, 300-1. Rwys 5, 23, NA.

NOTE: Rwv 1.72' AGL tower 324' from departure end of runway, 283' left of runway centerline. SOUTH HILL. VA

MECKLENBURG-BRUNSWICK RGNL TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. with a min.

climb of 250' per NM to 1000, Rwy 19, 300-1 or std. with a min, climb of 370' per NM to 1000'

DEPARTURE PROCEDURE: Rwvs 1.19, climb runway heading to 1000 before proceeding on course.

# STAFFORD, VA

STAFFORD RGNI

DEPARTURE PROCEDURE: Rwv 15, climbing left turn

to 2000, intercept and proceed via BRV R-310 to BRV VORTAC, before proceeding on course. Rwy 33, climbing left turn to 2000, intercept and proceed via BRV R-306 to BRV VORTAC, before proceeding on course.

NOTE: Rwv 33, cross departure end of runway at or above 34' AGI /246' MSI

### HARRISONBURG. VA SHENANDOAH VALLEY RGNL (SHD)

STAUNTON-WAYNESBORO-

AMDT 6 09239 (FAA) TAKE-OFF MINIMUMS: Rwy 5, std. w/min. climb of

273' per NM to 3800, or 2200-21/2 for climb in visual conditions. Rwy 23, standard, or 2200-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwy 5, climb heading

047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course. Rwy 23, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Ranlairport at or above 3300 before proceeding on course.

NOTE: Rwy 5, trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL, Rwy 23, tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

### STEVENSVILLE, MD BAY BRIDGE

climb of 317' per NM to 800.

NOTE: Rwv 11, road 354 from departure end of runway on

TAKE-OFF MINIMUMS: Rwv 29, 500-3 or std. w/min.

centerline, 17' AGL/35' MSL. Multiple trees beginning 1471 from departure end of runway 32 left of centerline up to 100' AGL/119' MSL Multiple trees beginning 1485'

from departure end of runway, 16' left of centerline, up to 100' AGL/119' MSL. Rwv 29, twin bridges 2,25 NM from departure end of runway, 2767' right of centerline, 410'

SUFFOLK, VA SUFFOLK EXECUTIVE

AGI /410' MSI

TAKE-OFF MINIMUMS: Rwvs 4.7.22.300-1. Rwv 25. 300-1 or std. w/a min\_climb o f260' per NM to 300.

Alternatively, with standard takeoff minimums and a normal

200'/NM climb gradient, takeoff must occur no later than

1700' prior to departure end of runway NOTE: Rwv 4, trees 1050' from departure end of runway.

250' left of centerline up to 100' AGL /169' MSL. Trees 1076' from departure end of runway, 105' left of centerline. up to 100' AGL/169' MSL. Powerline 1698' from departure end of runway, 825' right of centerline, 105' AGL/169

MSL. Powerline 3056' from departure end of runway, 524'

right of centerline, 105' AGL/174' MSL, Rwv 7, trees 1143' from departure end of runway, 688' left of centerline. up to 100' AGL/169' MSL. Powerline 1211' from departure end of runway, 717' right of centerline, 105' AGL/169 MSL. Powerline 2176' from departure end of runway, 259'

left of centerline, 105' AGL/169' MSL, Trees 2430' from departure end of runway, 118' right of centerline, up to 100' AGL/169' MSL. Powerline 3140' from departure end of runway, 1263' left of centerline, 105' AGL/174' MSL. Rwy 22, road 536' from departure end of runway, 62' left of centerline, 15' AGL/84' MSL. Trees 1403' from departure end of runway, 765' left of centerline, up to 100' AGL/169'

MSL. Trees 3595' from departure end of runway, 792'

right of centerline, up to 100' AGL/174' MSL, Rwv 25.

centerline, 15' AGL/89' MSL. Trees 805' from departure end of runway, 423' right of centerline, up to 100' AGL/169'

MSL, Trees 3258' from departure end of runway, 57' right

AGL/50' MSL, Rock wall at departure end of runway, 57'

left of centerline, up to 135' MSL. Terrain 29' from

road 198' from departure end of runway, 33' right of

of centerline, up to 100' AGL/174' MSL. TANGIER, VA

TANGIER ISLAND (TGI) ORIG 09015 (FAA)

NOTE: Rwv 2, vehicle on road 343' from departure end of runway, on centerline, 15' AGL/19' MSL, Boat masts 638' from departure end of runway, 632' right to 755' left of centerline, up to 63' MSL. Rwy 20, buildings beginning 7' from departure end of runway, 206' left of centerline, 45'

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY TAKE-OFF MINIMUMS: Rwy 10, 300-114 or std. w/min.

climb of 303' per NM to 500. Rwy 28, 300-1 or std. w/min. climb of 366' per NM to 500. NOTE: Rwy 10, terrain 6' from departure end of runway, 20'

right of centerline, 4' AGL/8' MSL.

departure end of runway, 281' left of centerline, up to 139' MSL. Rwy 28, terrain beginning 12' from departure end of runway, 5' right of centerline, up to 151' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



WALLOPS ISLAND, VA WALLOPS FLIGHT FACILITY (WAL)

ORIG 09127 (FAA)

NOTE: Rwv 4. trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL. Trees

beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL. Rwv 10. trees beginning 1252'

from DER, 818' left of centerline, up to 100' AGL/124' MSL. Rwv 17, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL, Rwy 22, trees beginning 793' from DER, 315' left of centerline.

up to 100' AGL/129' MSL. Rwv 28, trees beginning 945' from DER, 495' right of centerline, up to 100'

AGL/139' MSL. Rwv 35, trees beginning 3' from DER. 394' left of centerline, up to 100' AGL/124' MSL. Trees beginning 21' from DER, 219' right of centerline, up to 100' AGI /124' MSI WAKEFIELD, VA

## WAKEFIELD MUNI

DEPARTURE PROCEDURE: Climb straight ahead to 500 before proceeding on course.

### WARRENTON, VA WARRENTON-FAUQUIER (HWY)

ORIG 09099 (FAA)

NOTE: Rwv 15, trees 436' from DER 518' right of

centerline, 100' AGL/439' MSL, Vehicle on road 647'

from DER, 649' right of centerline, 15' AGL/354' MSL. Trees 1034' from DER 763' left of centerline 100' AGL/449' MSL. Trees 1924' from DER, 781' right of centerline 100' AGL /459' MSL Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL. Rwy 33, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL. Trees

beginning 2610' from DER, 116' left of centerline, up

WASHINGTON. DC RONALD REAGAN WASHINGTON

to 74' AGI /413' MSI

NATIONAL

TAKE-OFF MINIMUMS: Rwy 22, 400-21/2 or std. with a min, climb of 210' per NM to 500, Rwv 33, 700-3 or std. with a min. climb of 260' per NM to 700. Rwy 1, 600-2 or std. with a min. climb of 370' per NM to 700.

DEPARTURE PROCEDURE: Rwv 1. left turn as soon as practicable, intercept DCA R-328. Climb to 5000 or as assigned, Rwv 19, climb heading 184° to 500 before turning right. Rwy 33, intercept DCA R-328.

Climb to 5000 or as assigned. NOTE: Prohibited area, P-56, 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD) AMDT 1 08325 (FAA)

NOTE: Rwv 1L, tower 1918' from departure end of

runway, 680' left of centerline, 56' AGL/330' MSL. Rwy 1C, tree 2814' from departure end of runway, 1030' left of centerline, 86' AGL/345' MSL, Rwv 1R. post 12' from departure end of runway, 223' right of centerline, 8' AGL/294' MSL, Rwv 12, tree 520' from departure end of runway, 604' left of centerline, 28'

runway, 520' left of centerline, up to 57' AGL/396' MSL. Trees beginning 532' from departure end of runway. 600' right of centerline, up to 64' AGL/383' MSL.

# WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)

ORIG 08157 (FAA) NOTE: Rwy 10, multiple trees beginning 86' from

departure end of runway, left and right of centerline, up to 100' AGL/129' MSL. Rwv 28. multiple trees beginning 33' from departure end of runway left and right of centerline up to 100' AGL/119' MSL. Ship mast 3427' from departure end of runway, left and right of centerline. 135' AGL/135'

### WESTMINSTER.MD CARROLL COUNTY RGNL/JACK B. POAGE

FIFI D TAKE-OFF MINIMUMS: Rwv 16 400-1 or std with a min

climb of 210' per NM to 1300, Rwy 34, 300-1 or std, with a min\_climb of 320' per NM to 1000 NOTE: Rwv 16.87' AGL trees 644' from departure end of runway, Rwy 34, 102' AGL trees 116' from departure end of runway 220' right of centerline

CLEARVIEW AIRPARK (2W2) ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 32, 300-21/4 or std. w/min. climb of 290' per NM to 1200.

NOTE: Rwv 14. vehicles and aircraft on road/taxiwav 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL, Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL. Trees beginning 21'

from DER, 90' right of centerline, up to 100' AGL/919' MSL. Rwv 32, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL. Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL. Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA WILLIAMSBURG-JAMESTOWN

TAKE-OFF MINIMUMS: Rwv 31, 300-1.

Rwy 30, trees beginning 161' from departure end of 9351

AGL/307'MSL.



#### NEW CASTLE

TAKE-OFF MINIMUMS: Rwv 19, 300-1 or std. w/min.

WILMINGTON, DE

climb of 266' per NM to 300. NOTE: Rwv 1, multiple trees beginning 751' from departure end of runway, 32' left of centerline, up to 59' AGI /120 MSI tree 1219 from departure end of runway 482 right of centerline 57 AGL /118 MSL bush 118' from departure end of runway, 385' left of centerline 4' AGI /65' MSI Rwv 9 multiple trees beginning 1229' from departure end of runway, 30' right of centerline up to 62' AGL/133' MSL, tree 975' from departure end of runway 66' left of centerline 53' AGL/124' MSL, light pole 948' from departure end of

runway 596 right of centerline 44 AGL /115 MSL tree 1740' from departure end of runway, 458' left of centerline, 83' AGL/134' MSL, light pole 945' from departure end of runway, 316' right of centerline, 38' AGL/109' MSL, rod on building 916' from departure end of runway 457' left of centerline 29' AGL /100'

MSL. Rwv 14, obstacle light 553' from departure end of runway, 440' left of centerline, 29' AGL/103' MSL. rod on obstacle light 606' from departure end of runway, 615' left of centerline, 19' AGL/93' MSL, Rwy 19. antenna on obstruction light tower 4469' from departure end of runway, 1684' right of centerline, 153' AGL/228' MSL, tree 1575' from departure end of runway 850 right of centerline 45 AGL /120 MSL obstruction light on sign 971' from departure end of runway, 448' left of centerline, 28' AGL/103' MSL. Rwy 27, tree 697 from departure end of runway, 533 left of centerline, 68' AGL/147' MSL. Tree 1110' from departure end of runway 584' right of centerline 38' AGL/117' MSL, pole 793' from departure end of runway, 615' right of centerline, 28' AGL/107' MSL. bush 408' from departure end of runway, 415' left of centerline, 12' AGL/91' MSL. Rwy 32, tree 711' from departure end of runway, 207' right of centerline, 29' AGL/104' MSL, tree 1162' from departure end of runway, 83' right of centerline, 32' AGL/107' MSL.

### WINCHESTER. VA

WINCHESTER RGNL

TAKE-OFF MINIMUMS: Rwv 32, 800-2 or std. with a min, climb of 210' per NM to 1700. DEPARTURE PROCEDURE: Rwv 32, climb runway

heading to 1700 before turning on course.

### WISE. VA

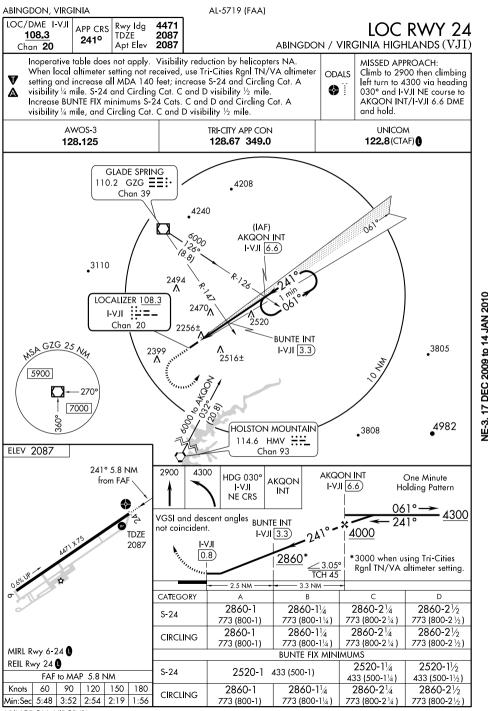
#### LONESOME PINE

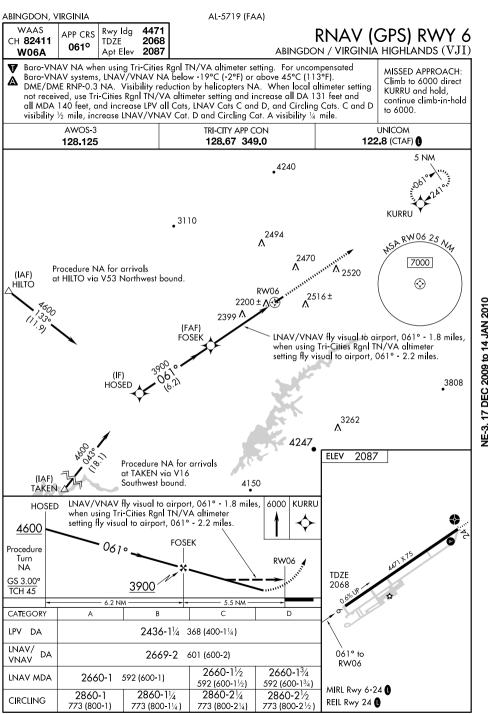
TAKE-OFF MINIMUMS: Rwv 24, 1800-3 or std. with a min, climb of 400' per NM to 4700.

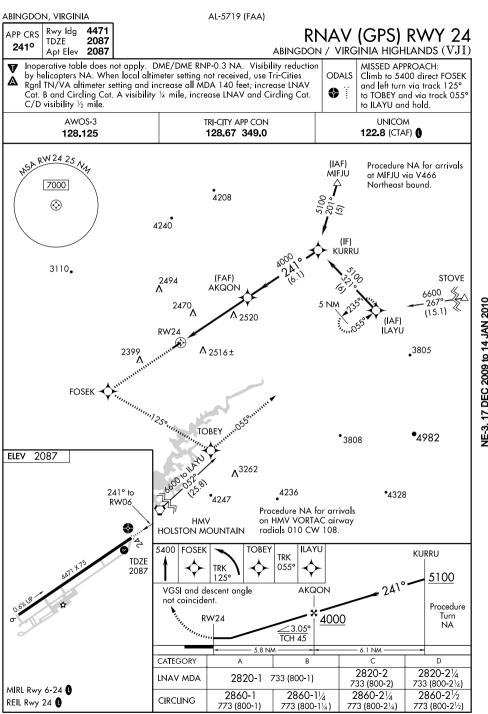
DEPARTURE PROCEDURE: Rwv 6, climb on runway heading to 3800 before proceeding on course.

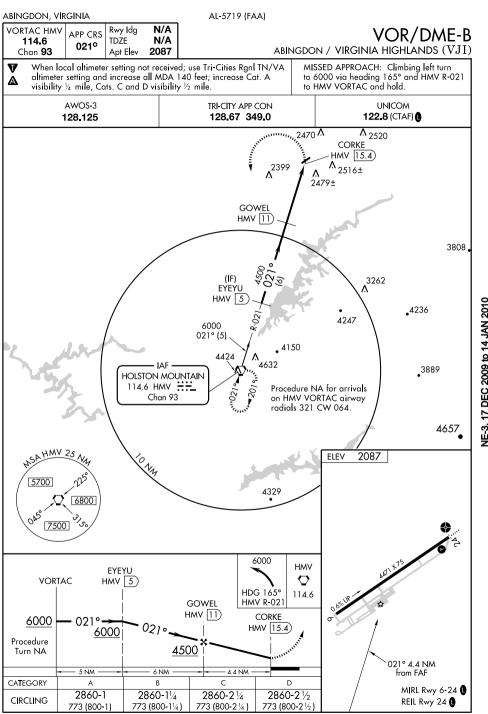
Rwy 24, climb on runway heading to 4500 before

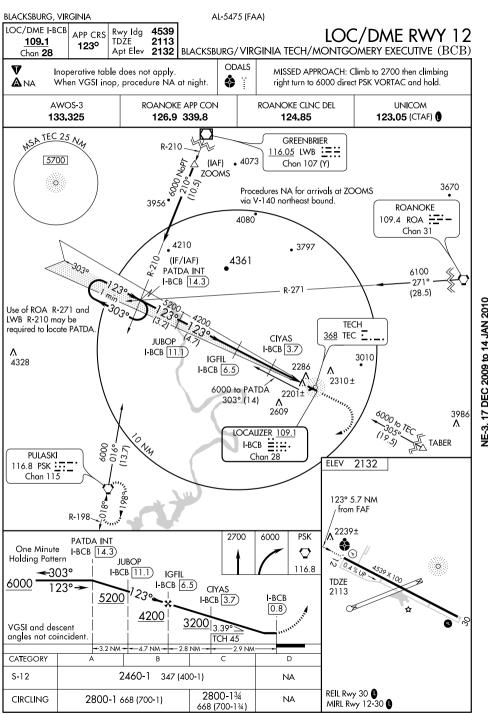
proceeding on course.

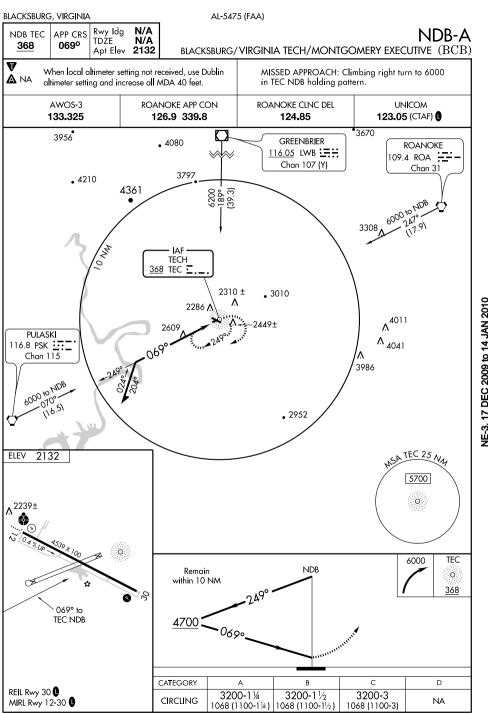


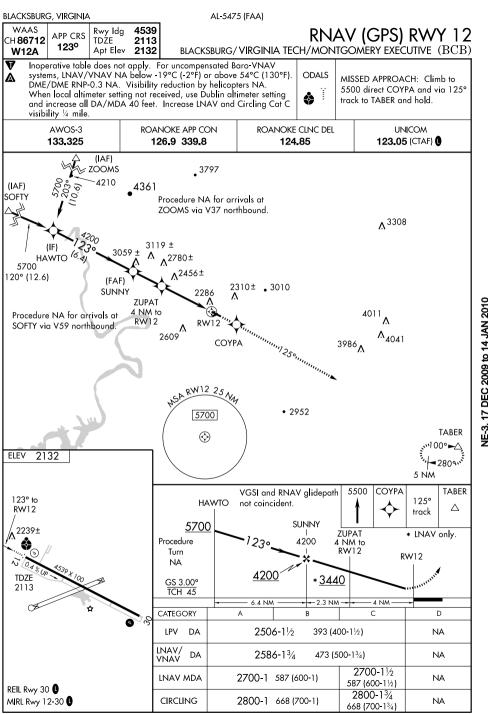










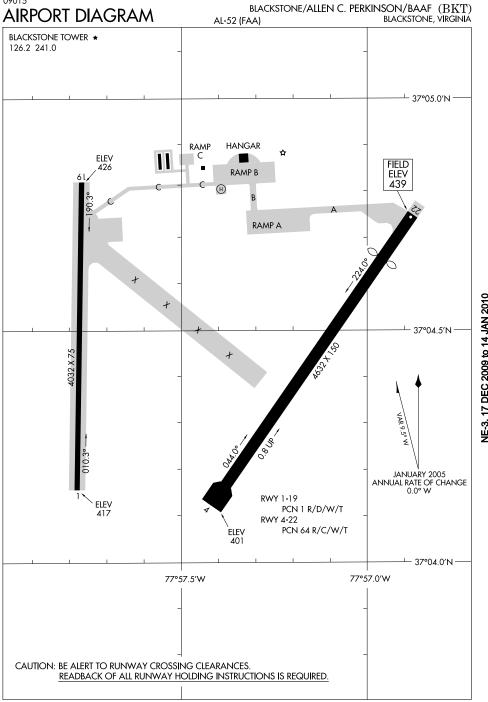


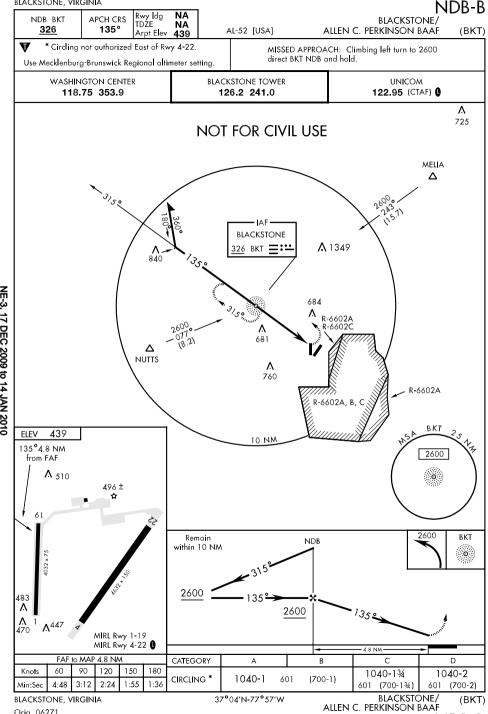
BLACKSBURG, VIRGINIA AL-5475 (FAA) 4539 Rwy Ida RNAV (GPS) RWY 30 APP CRS TDŹE 2132 303° BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (RCR) Apt Elev 2132 DME/DME RNP-0.3 NA. A MISSED APPROACH: Climb to 5500 direct When local altimeter setting not received, use Dublin altimeter setting CIYAS and via 240° track to PSK VORTAC and increase all MDA 40 feet and Circling Cat C visibility 1/4 mile. and hold. VDP NA when using Dublin altimeter setting. ROANOKE APP CON ROANOKE CLNC DEL UNICOM AWOS-3 133.325 126.9 339.8 124.85 123.05 (CTAF) 0 3308A CIYAS 2310 ± \_ 3010 ۸<sub>2286</sub> ۸<sup>4011</sup> ♠ Λ 2499 ± (FAF) **RW30** 4041۸ CABID 2609 NE-3, 17 DEC 2009 to 14, IAN 2010 Λ 3986 Procedure NA for arrivals at JEXOV via V258 southeast bound MISSED APCH FIX ZASNO PULASKI **PSK** 2952 ° 5000 (IAF) (11.6)TARFR **IFXOV** SA RW30 25 M Procedure NA for arrivals at TABER via V136-470 eastbound **ELEV** 2132 5700 and V103 southbound. **(** 2239± 5500 CIYAS **PSK** VGSI and descent angles ZASNO 240° not coincident. track **ACASU** 4800 303° TDZE CABID 1.5 NM to 2132 **RW30** 4700 Procedure RW30 Turn 4200 NA 3.25° TCH 45 303° to - 1.5 -4.4 NM -3.1 NM -- 3.1 NM RW30 CATEGORY Α D 2760-13/4 LNAV MDA 2760-1 628 (700-1) NA 628 (700-13/4) REIL Rwy 30 0 2800-13/4 MIRL Rwy 12-30 0 CIRCLING 2800-1 668 (700-1) NA 668 (700-134)

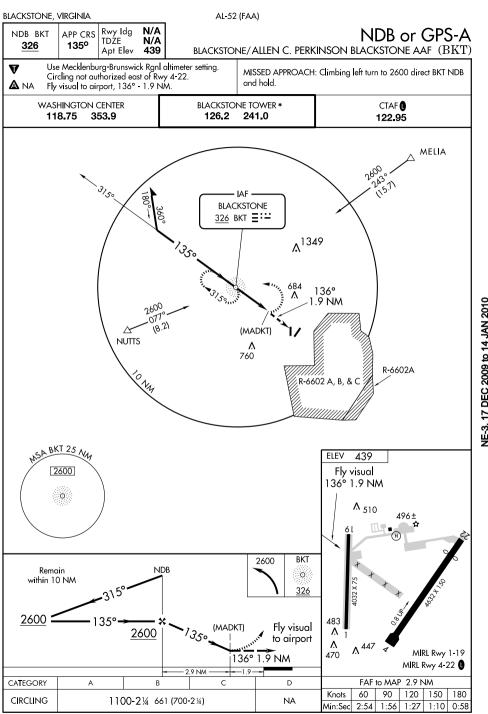
(SETHY2.SETHY) 09239 SL-54/5 (FAA) BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB) SETHY TWO DEPARTURE (RNAV) BLACKSBURG, VIRGINIA AWOS-3 133.325 NOTE: Aircraft on TABER transition. CTAF 123.05 **ROANOKE** do not exceed 220 KIAS until ROANOKE DEP CON ROA passing SETHY. 126.9 339.8 ROANOKE CLNC DEL WOODRUM 124.85 ODR 2640 303° SETHY VATEC 5600 PULASKI (10.7) **PSK** TABER MRUNN NOTE: GPS Required. NOTE: RNAV 1. NOTE: RADAR Required. NOTE: When in RADAR contact expect vectors to filed/assigned route. TAKE-OFF OBSTACLES Rwy 30: Trees beginning 90' from DER, 461' left of centerline, up to 46' AGL/2140' MSL. Fence and OL pole beginning 546' from DER, 161' left of centerline, up to 12' AGL/2139' MSL. Vehicle on road beginning 567' from DER, 310' left of centerline, up to 24' AGL/2137' MSL. Trees beginning 2080' from DER, 788' left of centerline, up to 100' AGL/2201' MSL. Fence 861' from DER, 52' right of centerline, up to 12' AGL/2135' MSL. Trees beginning 539' from DER, 326' right of centerline, up to 40' AGL/2153' MSL. Trees beginning 1328' from DER, 117' right of centerline, up to 100' AGL/2182' MSL. Terrain beginning 330' from DER, 366' right of centerline, up to 2138' MSL. Pole and antenna beginning 1149' from DER, 391' right of centerline, up to 40' AGL/2151' MSL. TAKE-OFF MINIMUMS Rwy 12: NA-ATC. Rwy 30: Standard with minimum climb of 300' per NM to 2640. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 30: Climb heading 303° to 2640, then left turn direct SETHY, Thence . . . . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure. PULASKI TRANSITION (SETHY2.PSK) TABER TRANSITION (SETHY2.TABER)

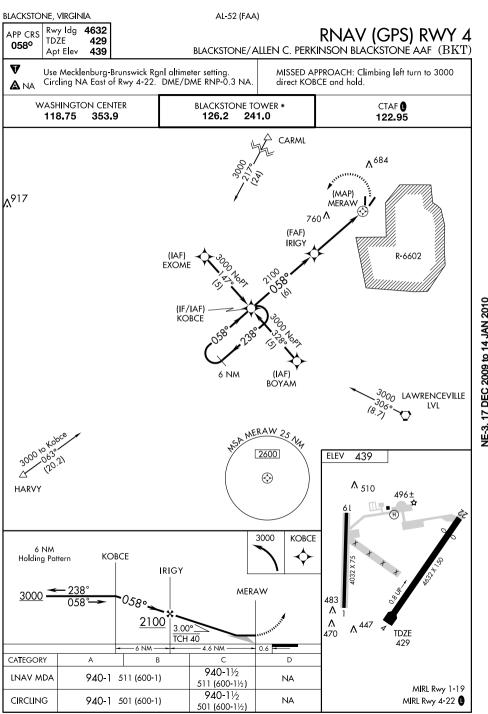
VE-3, 17 DEC 2009 to 14 JAN 2010

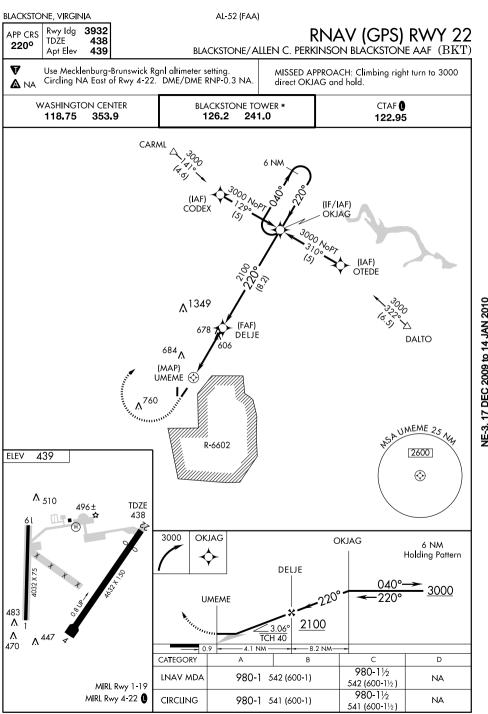
(VATEC1.VATEC) 09183 SL-54/5 (FAA) BLACKSBURG/VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB) VATEC ONE DEPARTURE (RNAV) BLACKSBURG, VIRGINIA AWOS-3 133.325 CTAF 123.05 ROANOKE DEP CON ROANOKE 🗘 126.9 339.8 ROANOKE CLNC DEL 124.85 1300 3000 **PULASKI PSK** 4600 TABER VE-3, 17 DEC 2009 to 14 JAN 2010 NOTE: GPS required. NOTE: RNAV 1. NOTE: RADAR required. NOTE: When in RADAR contact expect vectors to filed/assigned route. **TAKE-OFF OBSTACLES** Rwy 12: Bushes and trees beginning 275' from DER, 154' left of centerline, up to 100' AGL/2239' MSL. Trees beginning 5108' from DER, 1363' left of centerline, up to 100' AGL/2499' MSL. Trees beginning 3165' from DER, 1324' right of centerline, up to 100' AGL/2279' MSL. TAKE-OFF MINIMUMS Rwy 30: NA-ATC. Rwy 12: 400-11/4 with minimum climb of 250' per NM to 4600 or standard with minimum climb of 563' per NM to 3000. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climb heading 130° to 3000, then direct VATEC, then fly heading 127° for radar vectors, Thence . . . . . . . . Maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.

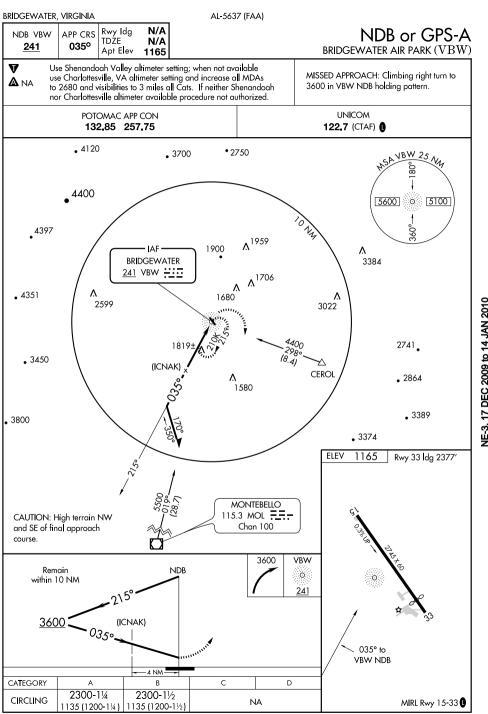


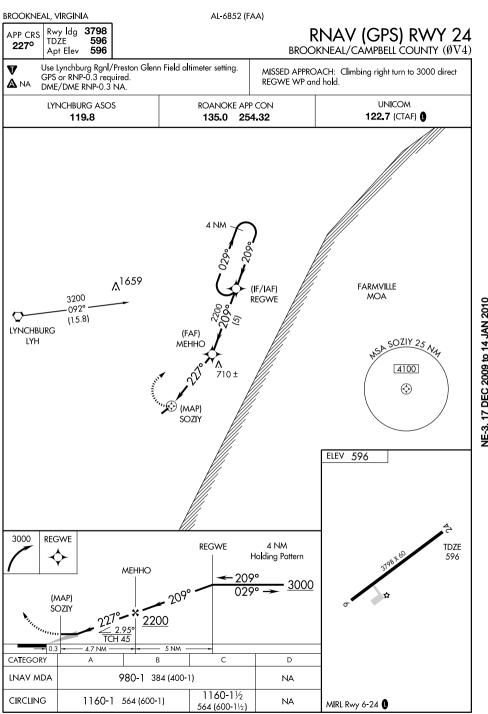


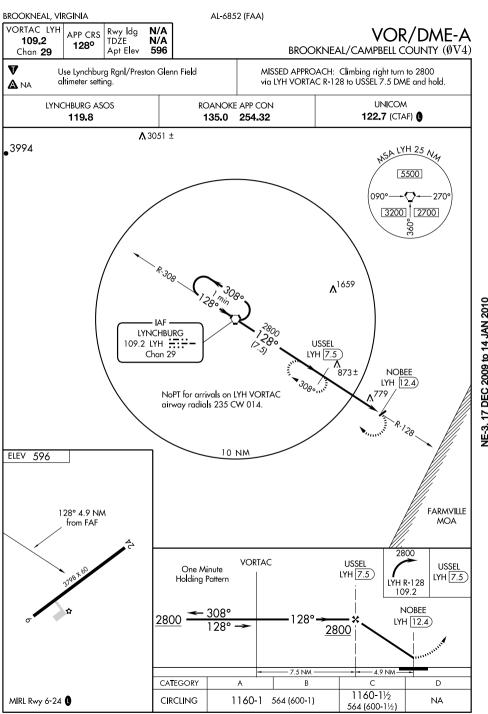


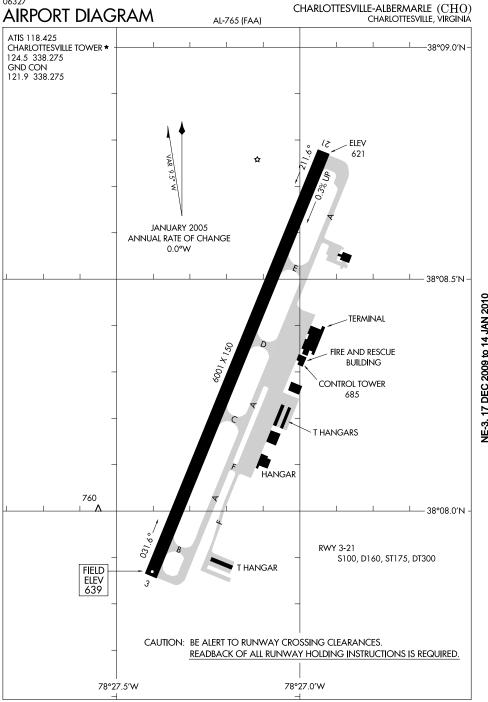


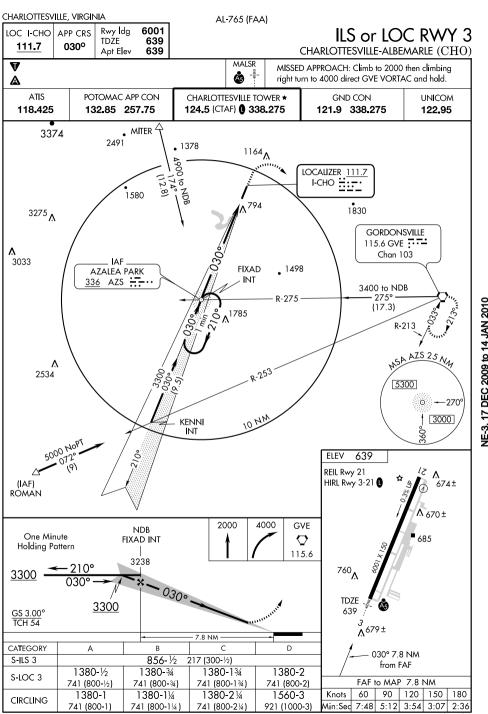


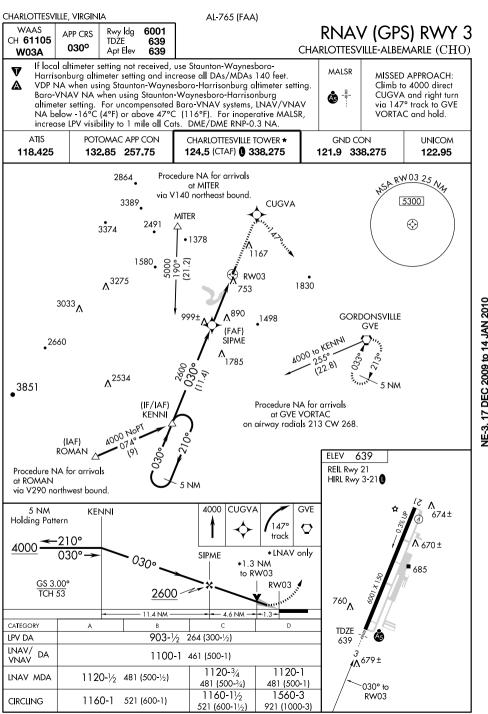


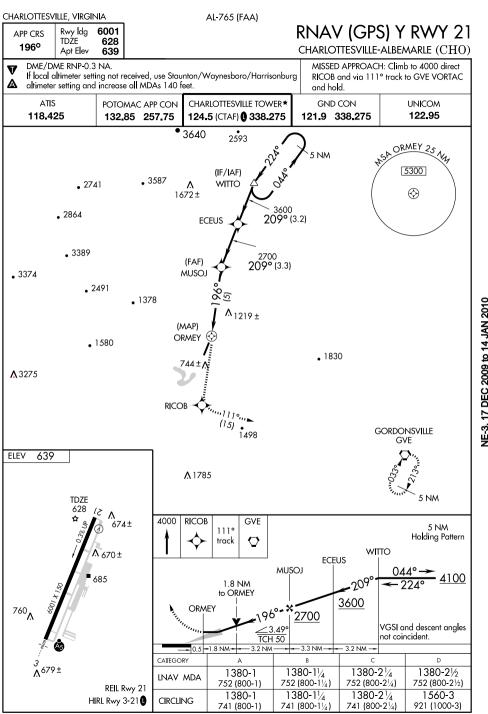


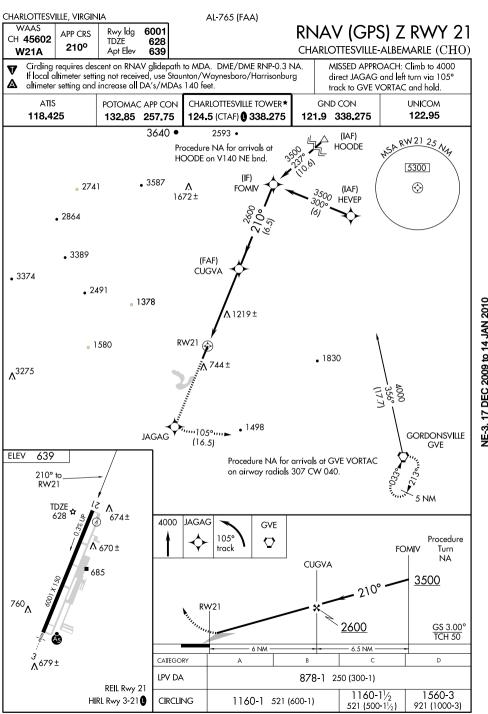


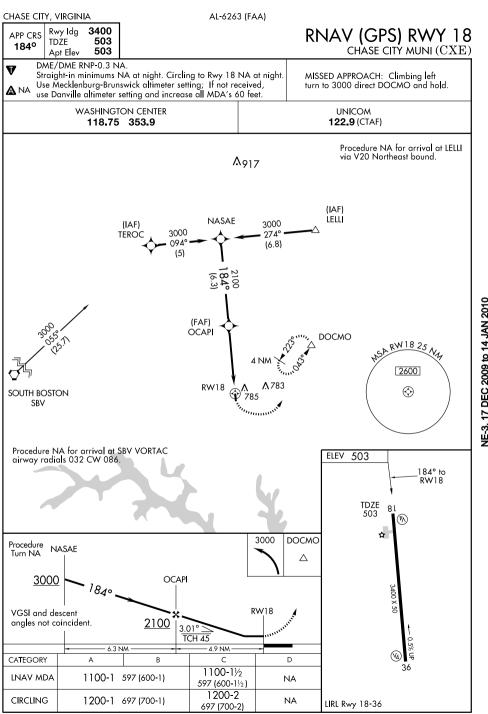


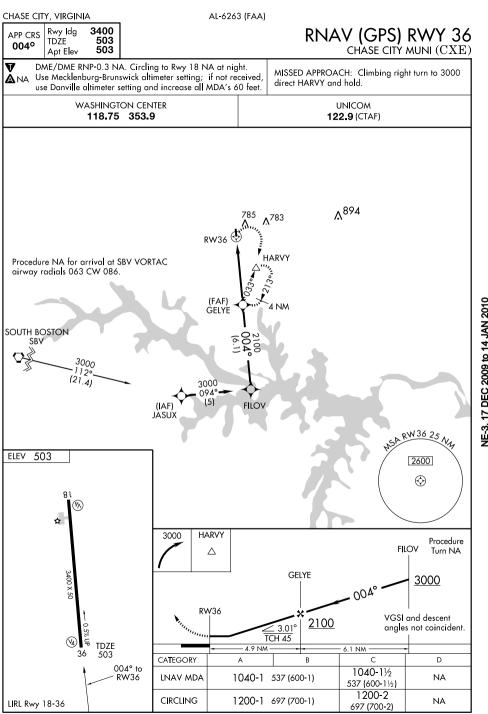


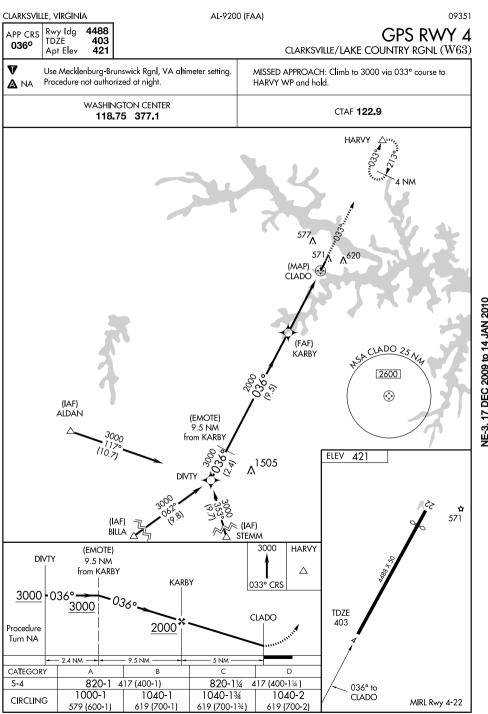


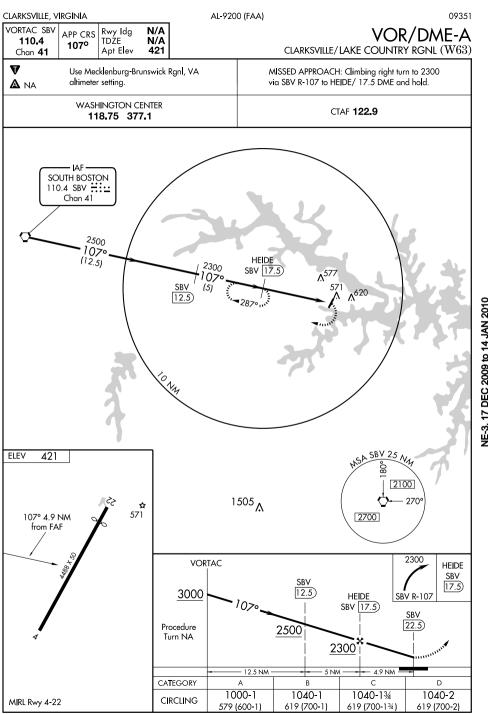


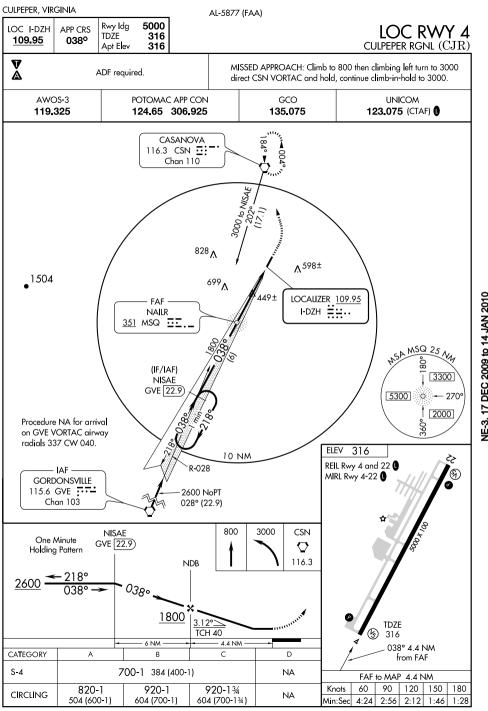


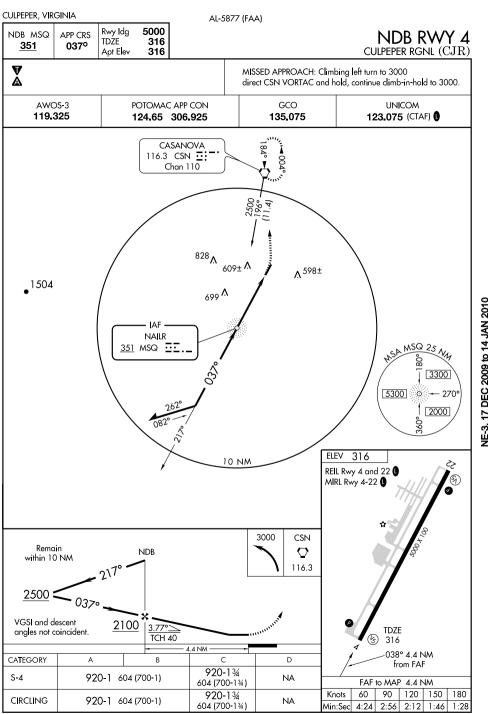






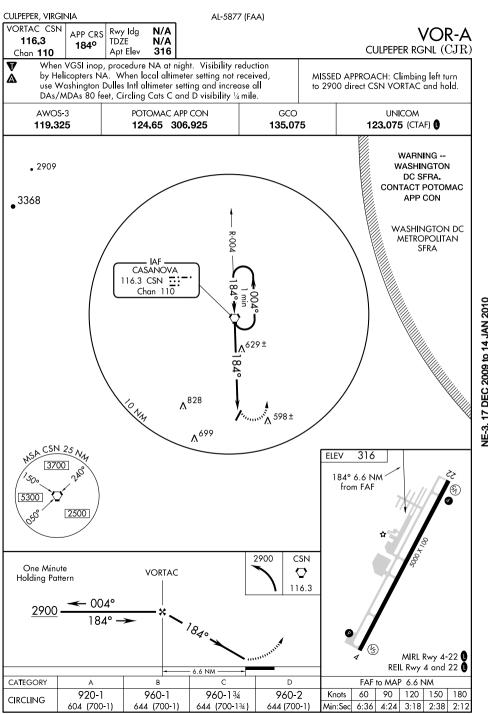


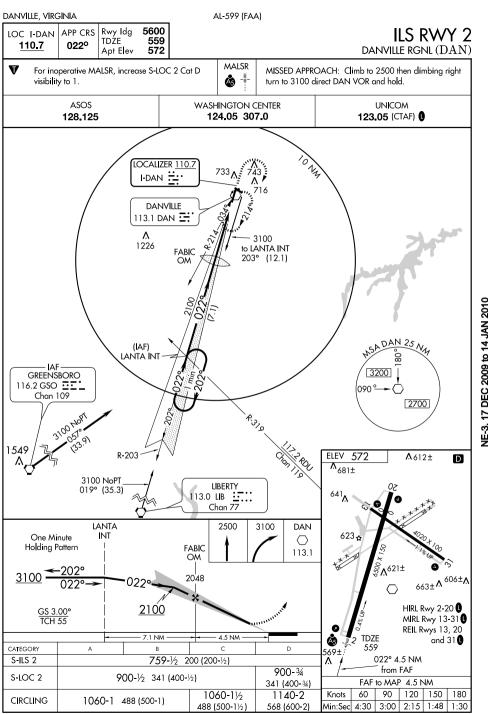


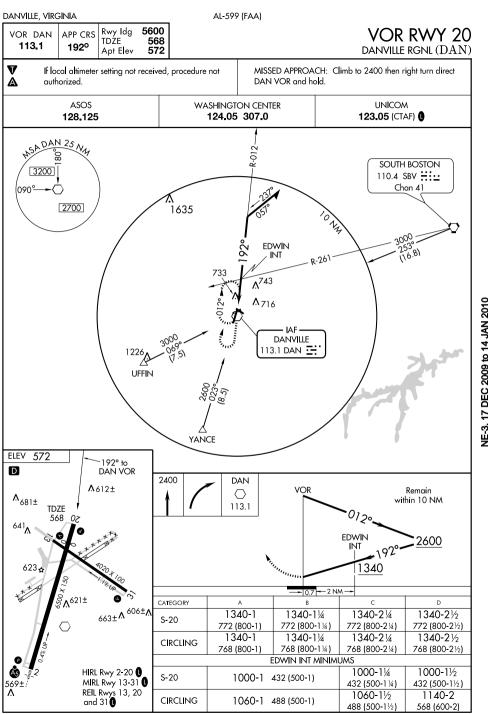


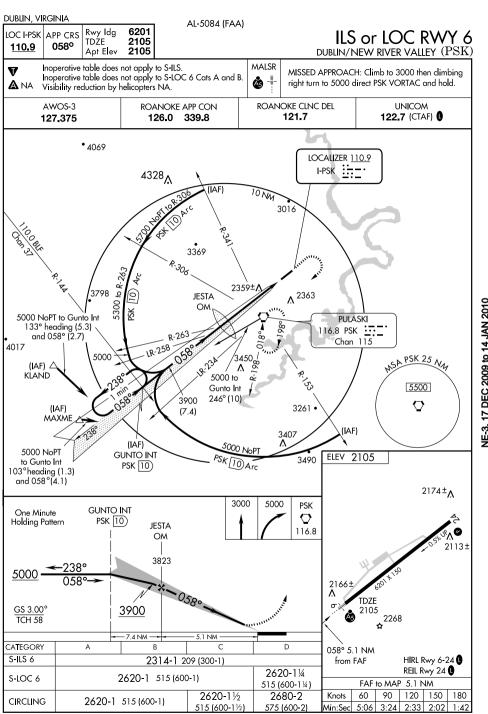
CULPEPER, VIRGINIA AL-5877 (FAA) WAAS RNAV (GPS) RWY 4 Rwy Idg 5000 APP CRS TDŹE CH 77606 316 0380 Apt Elev 316 CULPEPER RGNL (CJR.) W04A When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) MISSED APPROACH: or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When Climb to 3000 direct local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DOYAT and hold. DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV Cats visibility ¼ mile, LNAV Cat D and Circlina Cats C and D visibility ¼ mile. AWOS-3 POTOMAC APP CON GCO UNICOM 119.325 135.075 124.65 306.925 123.075 (CTAF) 0 MISSED APCH FIX WARNING --4 NM WASHINGTON DC SFRA. CASANOVA CONTACT POTOMAC **CSN** APP CON Procedure NA for arrivals on CSN VORTAC airway radials 148 CW 239. DOYAT WASHINGTON DC **METROPOLITAN** 828 Λ<sup>598 ±</sup> 421±€ RW04 699 A VE-3, 17 DEC 2009 to 14 JAN 2010 ∧ <sub>569 ±</sub> SARW04 25 NA (FAF) GORLE 5300  $\Diamond$ (IF/IAF) **FAXIK** 1457 ELEV 316 3000 NoPT 038° REIL Rwy 4 and 22 1 (6.2)MIRL Rwy 4-22 ( (IAF) BUVBE 3000 DOYAT 4 NM **FAXIK** Holding Pattern **GORLE** 3000 038° RW04 GS 3.00° 2100 TCH 40 6.1 NM 5.4 NM CATEGORY Α C LPV 610-1 294 (300-1) DA LNAV/ TDZE 833-13/4 517 (600-13/4) DA VNAV 316 LNAV MDA 820-1 504 (600-1) 820-11/2 504 (600-11/2) 038° to 900-1 960-2 960-1 960-134 RW04 CIRCLING 584 (600-1) 644 (700-1) 644 (700-1%) 644 (700-2)

CULPEPER, VIRGINIA AL-5877 (FAA) WAAS RNAV (GPS) RWY 22 5000 Rwy Ida APP CRS CH **56306** TDŹF 315 218° Apt Elev CULPEPER RGNL (CJR) 316 W22A When VGSI inop, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA A below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Visibility reduction MISSED APPROACH: Climb to 3000 by helicopters NA. When local altimeter setting not recieved, use Washington Dulles Intl. direct FAXIK and hold. altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. AWOS-3 POTOMAC APP CON GCO UNICOM 119,325 124.65 306.925 135,075 123.075 (CTAF) 0 4 NM 1384<sub>∧</sub> WARNING --WASHINGTON DC SFRA. CONTACT POTOMAC APP CON DOYAT CASANOVA WASHINGTON DC METROPOLITAN SERA (FAF) VE-3 17 DEC 2009 to 14 JAN 2010 CALPE Precedure NA for arrivals at CSN <sub>529 ±</sub> Λ VORTAC via V286 Eastbound. 828<sub>^</sub> ^<sup>598 ±</sup> MISSED APCH FIX ۸<sup>699</sup> **FAXIK** 5300 (**(**) 4 NM FIFV 316 218° to RW22 **TDZE** 3000 FAXIK حح 315 DOYAT CALPE 4 NM Holding Pattern RW22 GS 3.00° 2200 TCH 40 5.7 NM 6.1 NM CATEGORY В С D 657-11/4 LPV DA 342 (400-11/4) LNAV/ DA 703-11/2 388 (400-11/2) VNAV 800-11/4 800-11/2 LNAV MDA 800-1 485 (500-1) 485 (500-11/4) 485 (500-11/2) REIL Rwy 4 and 22 1 900-1 960-1 960-13/4 960-2 CIRCLING MIRL Rwy 4-22 ( 584 (600-1) 644 (700-1) 644 (700-134) 644 (700-2)

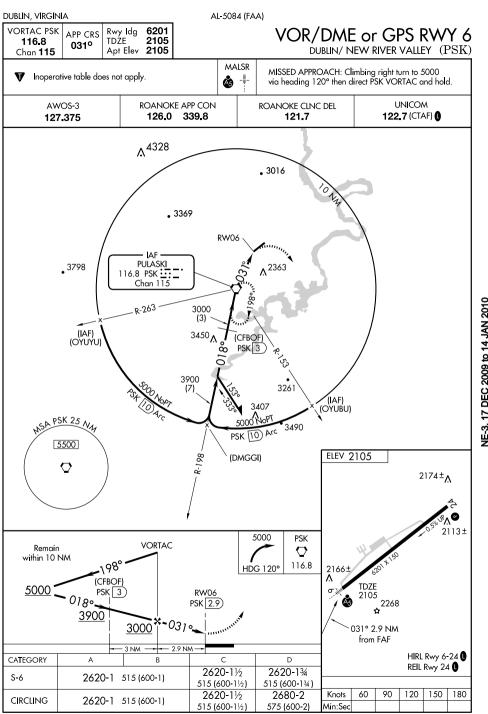


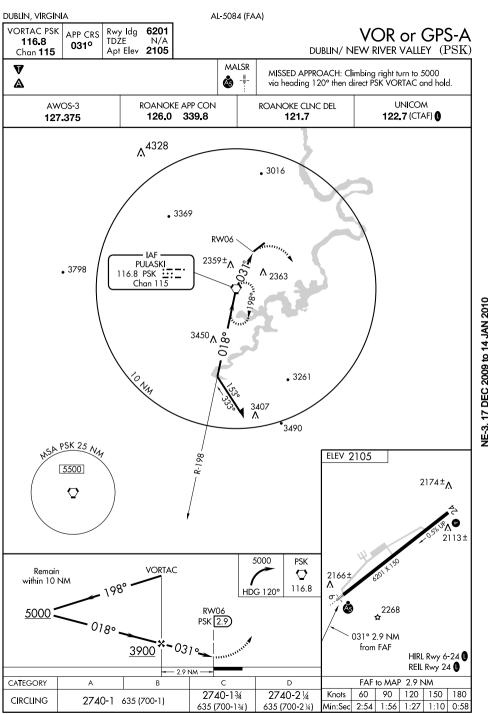


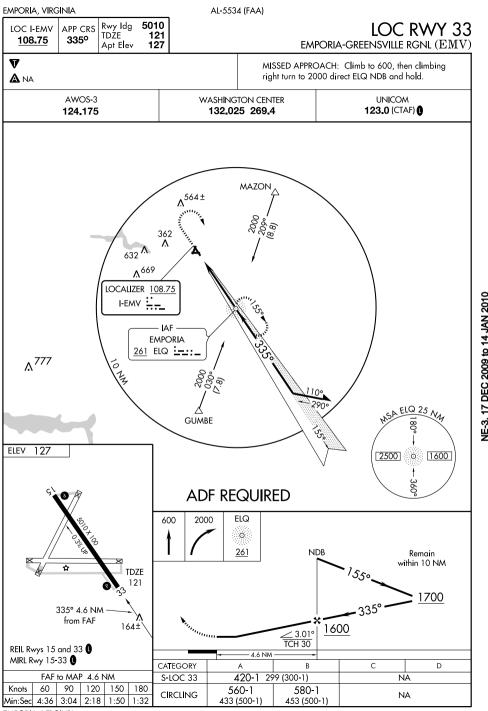




DUBLIN, VIRGINIA		AL-5084 (F	- AA)		
WAAS Chan <b>86227</b> <b>W24A</b> APP C <b>238</b>			R	NAV (GPS UBLIN/ NEW RIVER	) RWY 24 VALLEY (PSK)
VDP and Ba	RNP-0.3 NA. Baro-VNAV ro-VNAV NA when using ing. If local altimeter settin Executive altimeter settin	Virginia Tech/Montg ng not received, use \	omery Executive /irginia Tech/	MISSED APPROACH direct GUNTO and h	
AWOS-3 <b>127.375</b>	ROANOK <b>126.0</b>	E APP CON <b>339.8</b>	ROANOKE CLNC <b>121.7</b>		NICOM .7 (CTAF)
CATEGORY LPV DA LNAV/ VNAV DA LNAV MDA	AND THE SENSE CHARLES	(FAF) OHICE OHICE A2199± 6000 to Axjed 054° (16.7)  AXJED (O 238° 4900  C 1 250 (300-1) 1 259 (300-1)	5) 5) 5) 65° 65° 65° 65° 65° 65° 65° 65° 65° 65°	738 (IAF) WEZX' VIAF) 6000 NoPT XJED 264° (10)	ROANOKE  → ROA    1

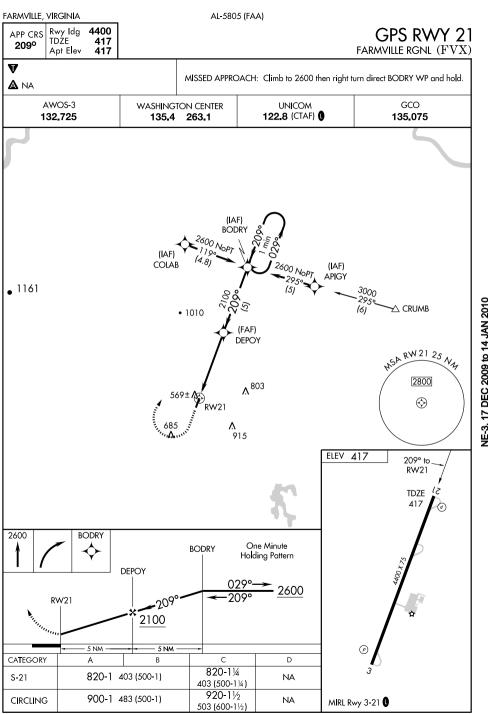


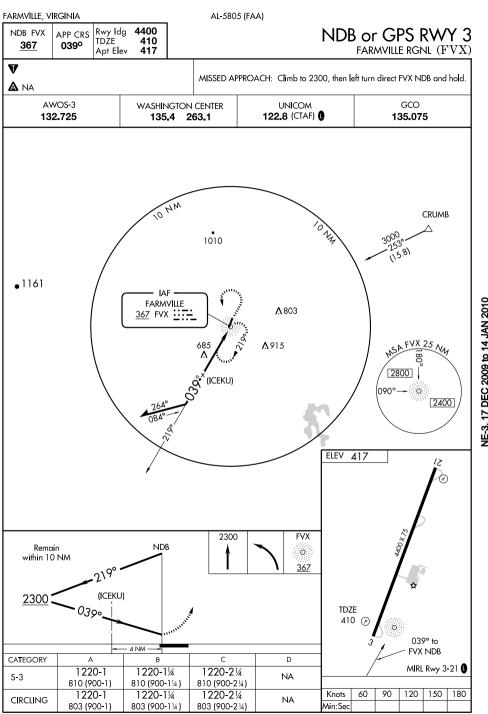


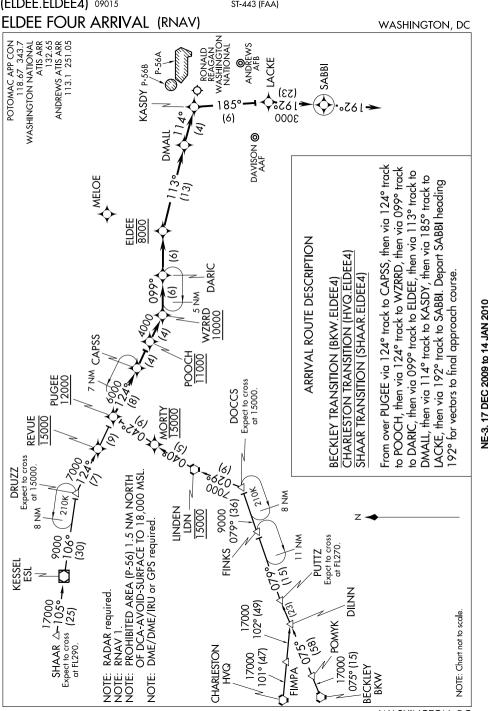


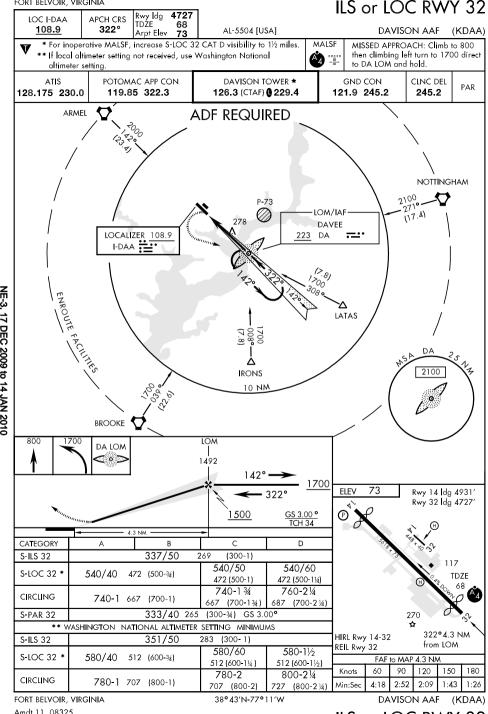
EMPORIA, VIRGINIA AL-5534 (FAA) 5010 RNAV (GPS) RWY 15 Rwy Idg APP CRS TDŹE 127 155° EMPORIA-GREENSVILLE RGNL (EMV) Apt Elev 127 Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting MISSED APPROACH: Climb À not received, use Ahoskie altimeter setting and increase all MDA 80 feet. to 2000 direct XETIY and hold. AWOS-3 WASHINGTON CENTER UNICOM 124.175 132.025 269.4 123.0 (CTAF) 0 🕅 WAIKS 2000 257°-(24.2) (IAF) VASPY Procedure NA for arrivals on LVL VORTAC airway radials 059 CW 106. LAWRENCEVILLE LVL 200n 1080 1700 55°(2.2) (9.8) NE-3, 17 DEC 2009 to 14, IAN 2010 (IAF) CITAD (FAF) RUSHS ^ 564± **JFRSN** 2.4 NM to SARW 15 25 Ny RW15 632A **∧** 362 1900 669<u>/</u> **(** ELEV 127 155° to RW15 TDZE<sup>G</sup> 127 2000 **XETIY EYUGO POCAB JFRSN** 2000 RUSHS 2.4 NM to 1550 RW15 3.04° 1800 Procedure TCH 31 RW15 Turn NA 1700 920 2.2 NM -2.4 NM -- 2.4 NM 4 NM CATEGORY LNAV MDA 480-1 353 (400-1) NA REIL Rwys 15 and 33 0 560-1 580-1 CIRCLING NA MIRL Rwy 15-33 ( 433 (500-1) 453 (500-1)

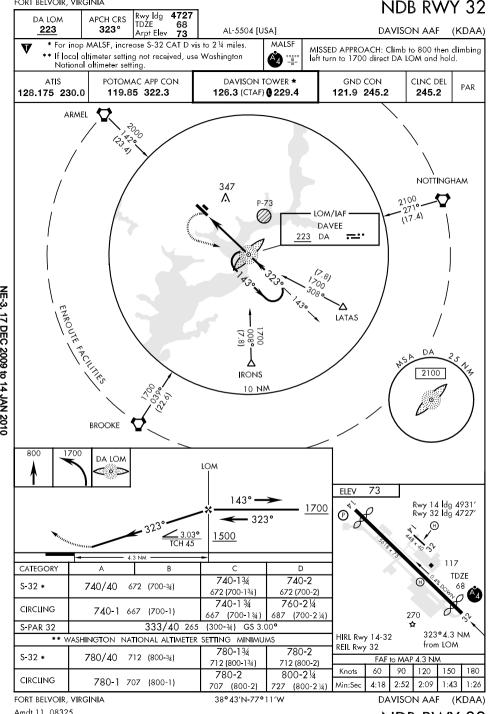
EMPORIA, VIRGINIA AL-5534 (FAA) 5010 Rwy Idg RNAV (GPS) RWY 33 APP CRS TDŹE 121 335° EMPORIA-GREENSVILLE RGNL (EMV) Apt Elev 127 V MISSED APPROACH: Climbing right turn GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. to 2000 direct XETIY WP and hold. A NA AWOS-3 WASHINGTON CENTER UNICOM 124.175 269.4 123.0 (CTAF) 0 132.025 ^<sup>564 ±</sup> ۸<sup>362</sup> FRANKLIN **FKN** 632 A (MAP) 669 Λ **OMGAJ** (FAF) . IQJAŻ NE-3, 17 DEC 2009 to 14, IAN 2010 WIGUQ ۸<sup>777</sup> XETIY 2000 (IAF) URFAW POMGAJ 25 NA ELEV 127 2500 2000 1,8,91  $\bigcirc$ DUFFI 2000 XETIY **XETIY TDZE** 2000 **IQJAZ** 121 Procedure **OMGAJ** 1600 Turn NA 164± \_3.01° TCH 30 335° to 4.3 NM 5 NM 0.3 **OMGAJ** CATEGORY C D LNAV MDA 420-1 299 (300-1) NA REIL Rwys 15 and 33 560-1 580-1 CIRCLING NA MIRL Rwy 15-33 1 433 (500-1) 453 (500-1)

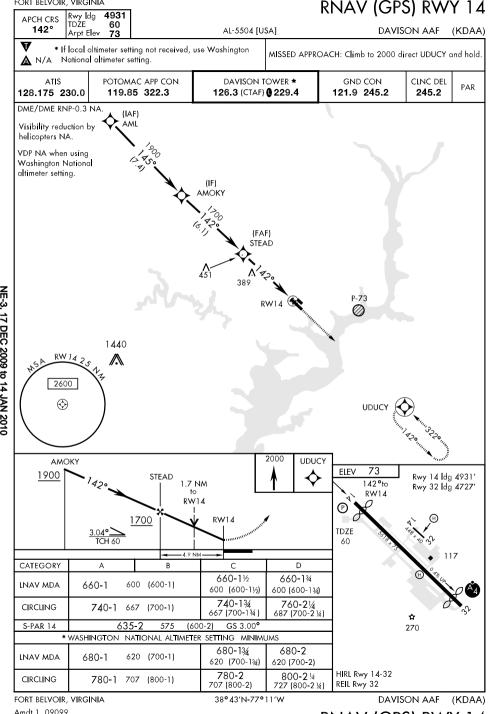


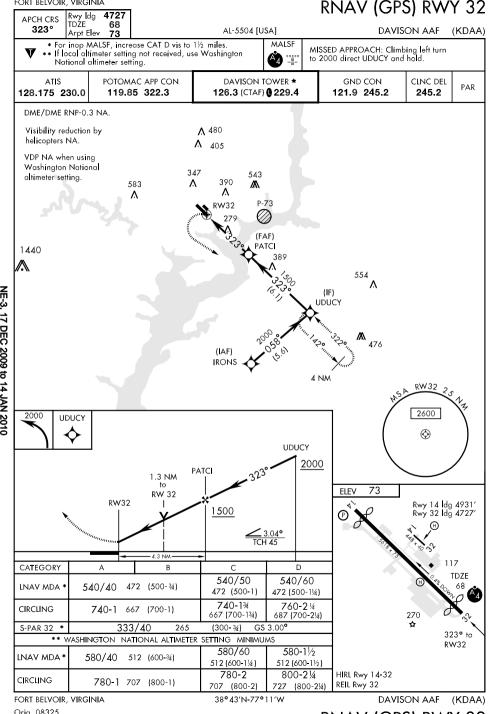


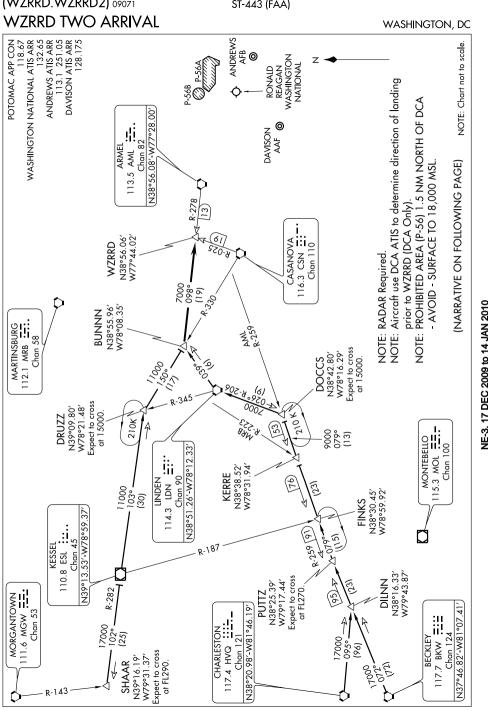




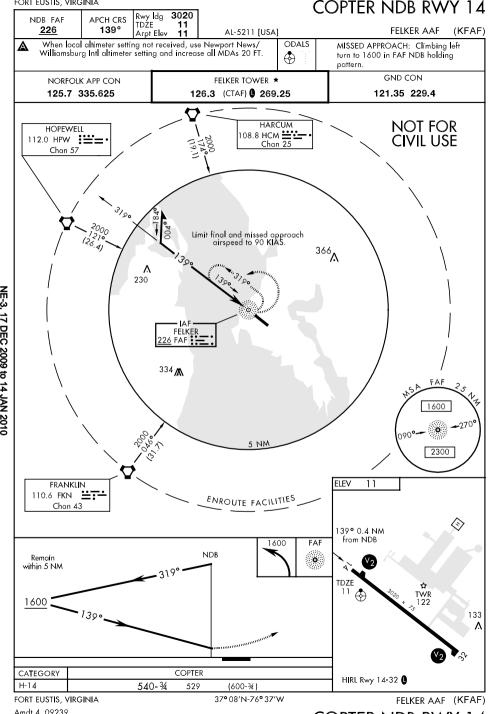


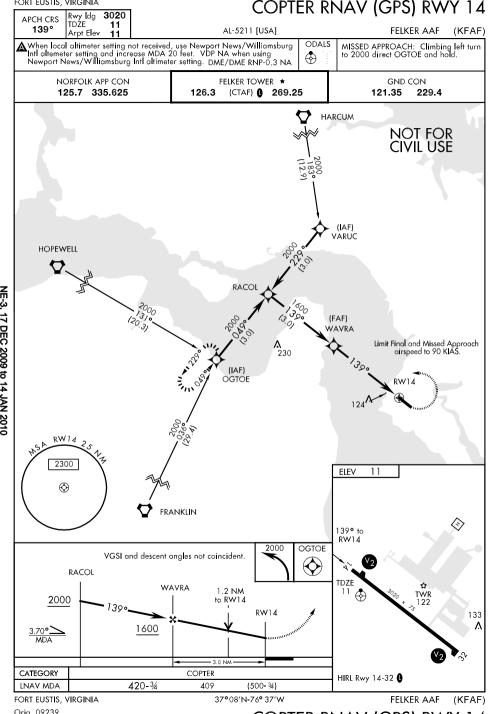


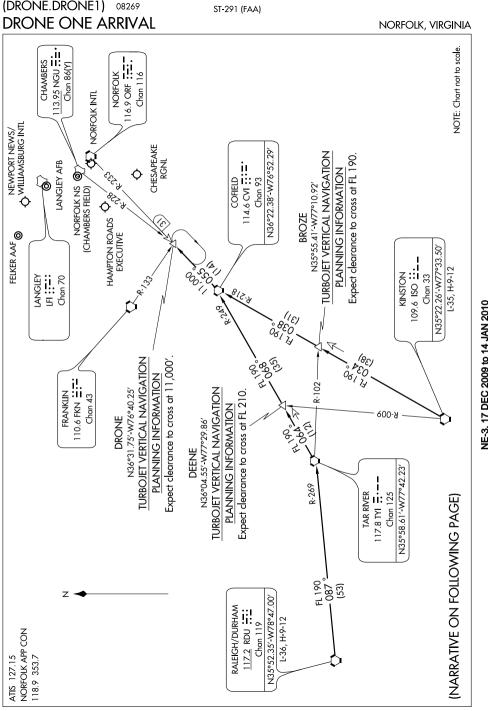




(WZRKD.WZRKDZ) 08045 ST-443 (FAA) WZRRD TWO ARRIVAL WASHINGTON, DC ARRIVAL ROUTE DESCRIPTION BECKLEY TRANSITION (BKW.WZRRD2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . . CHARLESTON TRANSITION (HVQ.WZRRD2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-039 to BUNNN INT, thence . . . . SHAAR TRANSITION (SHAAR.WZRRD2): From over SHAAR INT via ESL R-282 to ESL VOR/DME, then via R-103 to DRUZZ INT, then via CSN R-330 to BUNNN. thence VE-3, 17 DEC 2009 to 14 JAN 2010 . . . . from over BUNNN INT via AML R-278 to WZRRD INT. Expect vectors to final approach course after WZRRD INT.

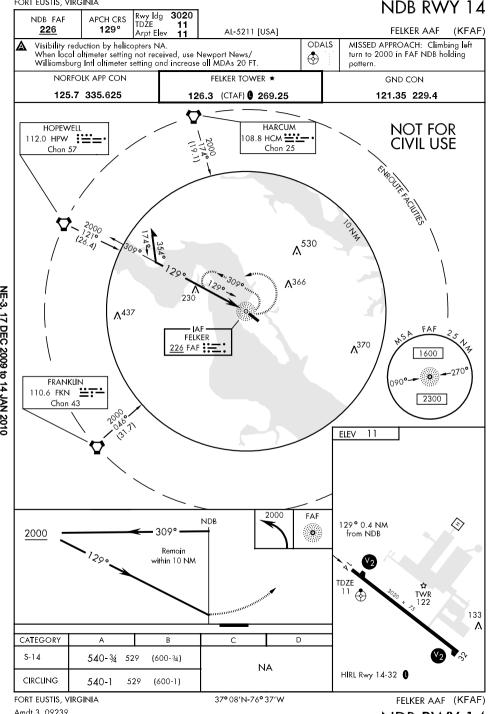


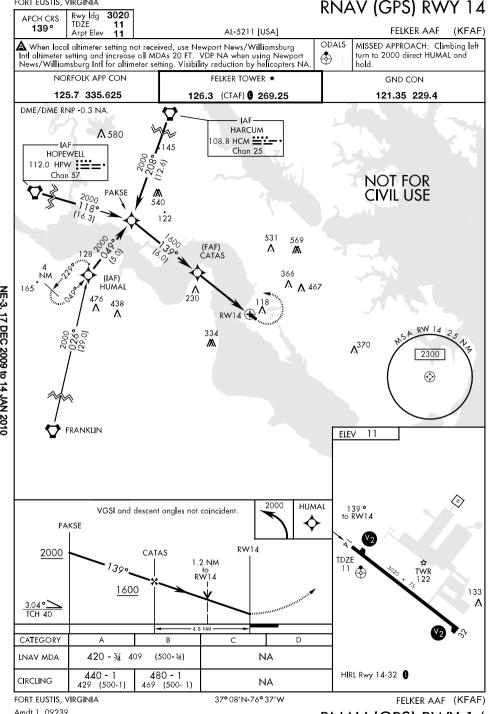


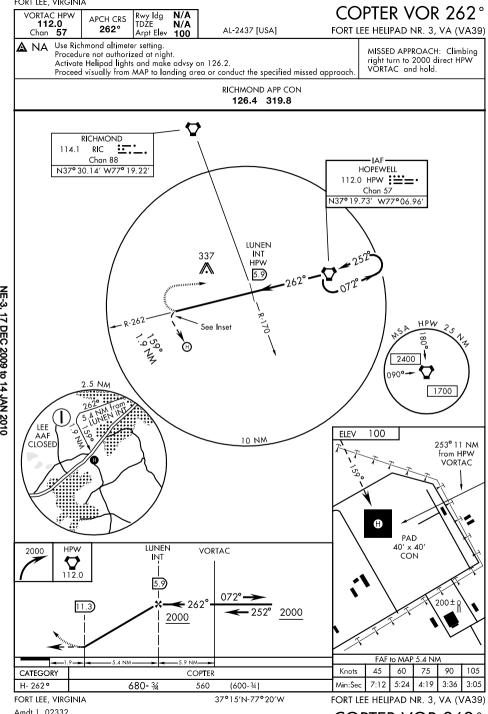


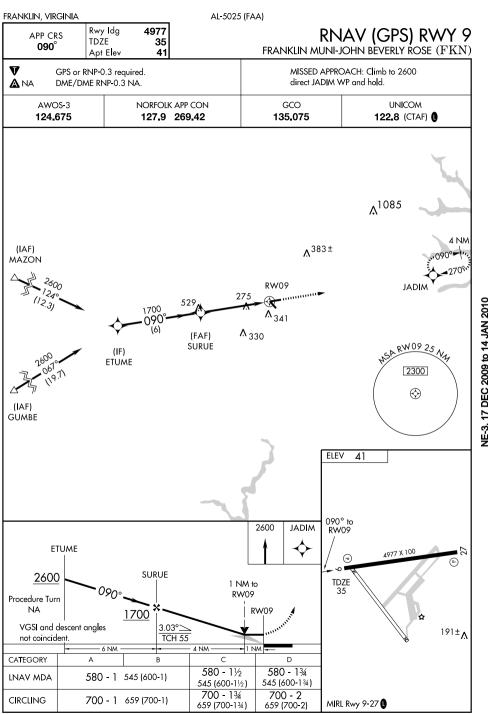
02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

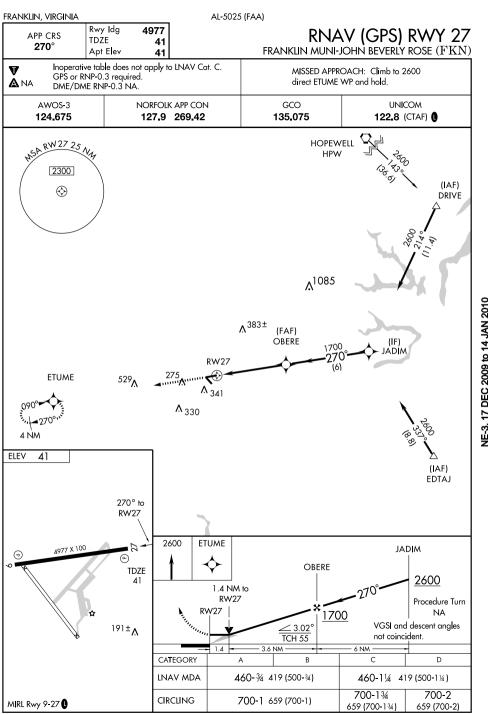
NE-3, 17 DEC 2009 to 14 JAN 2010

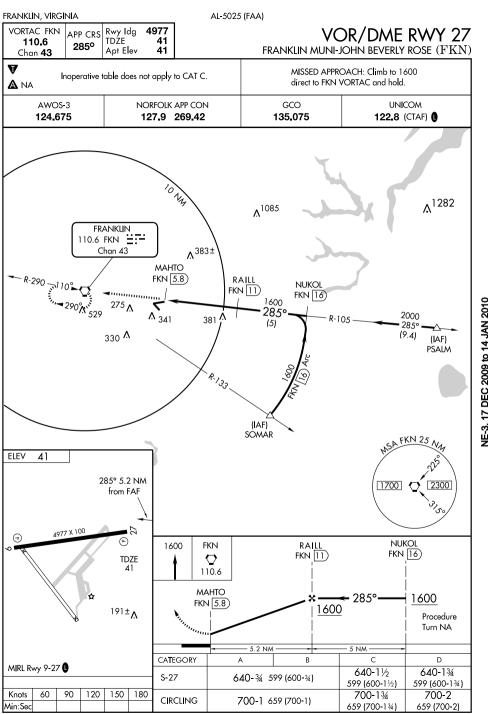


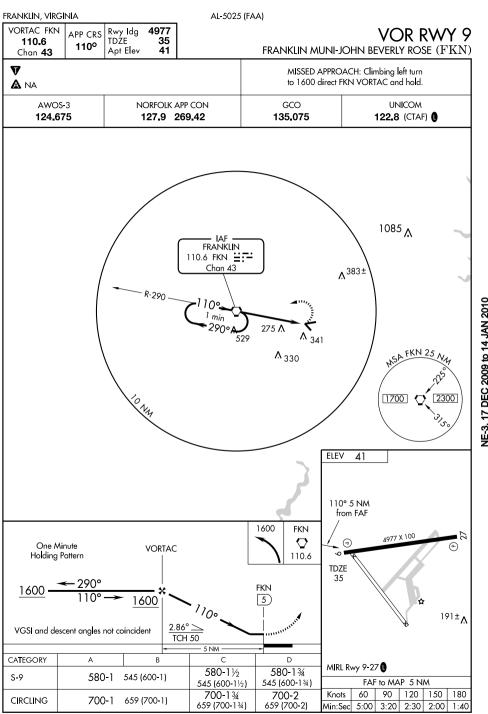


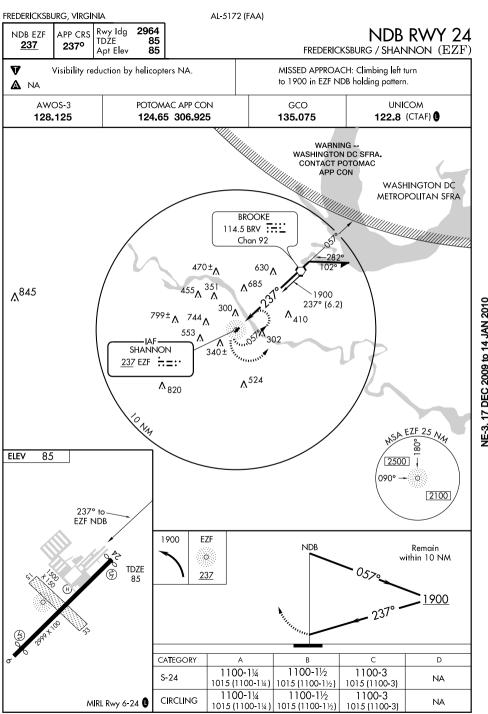


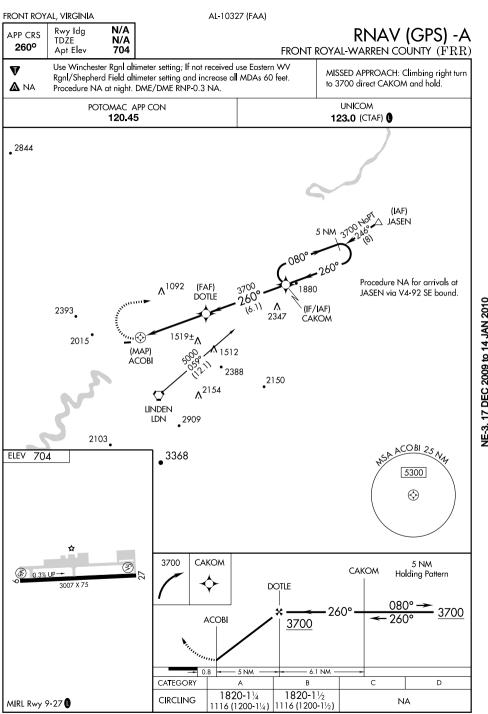


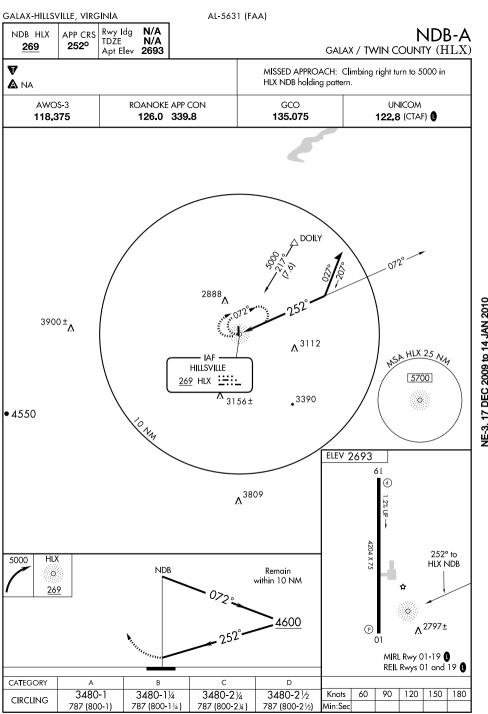


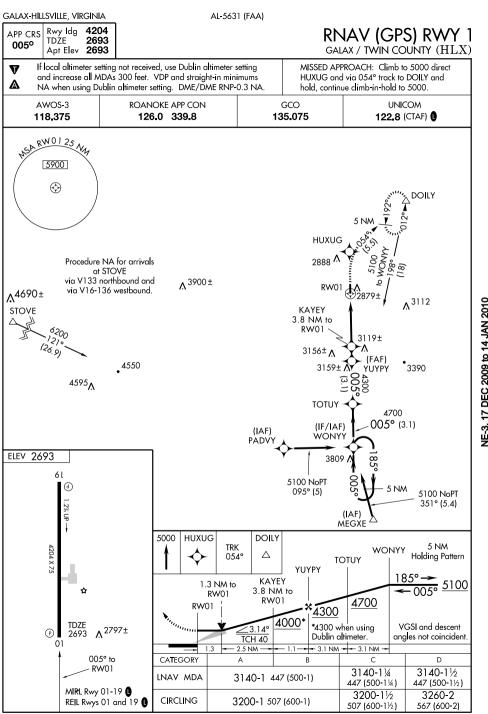


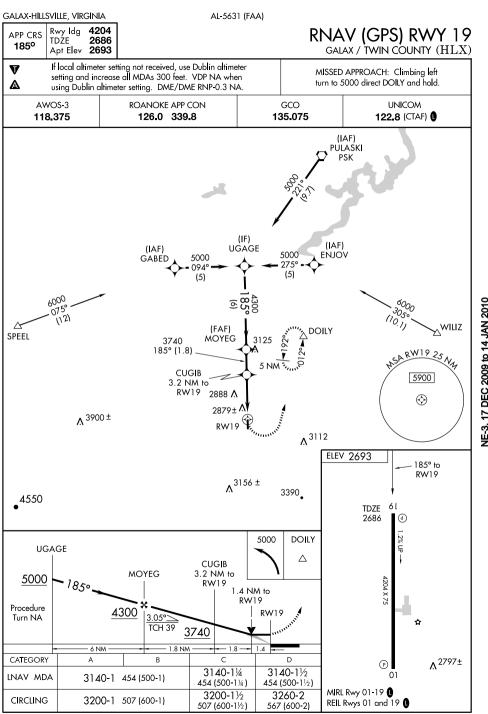


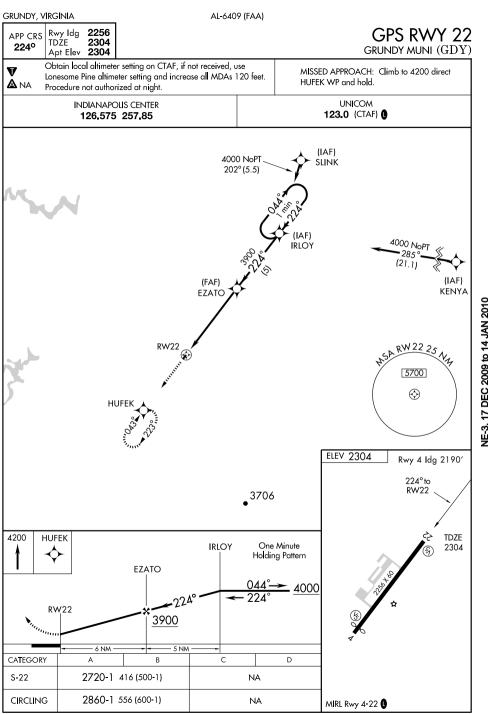


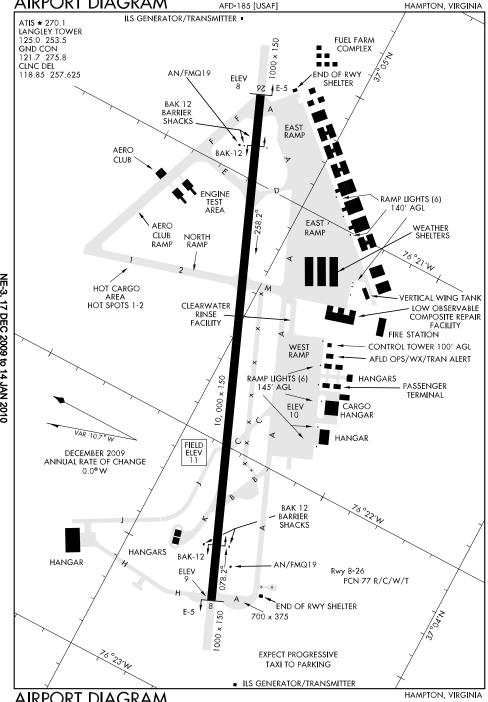


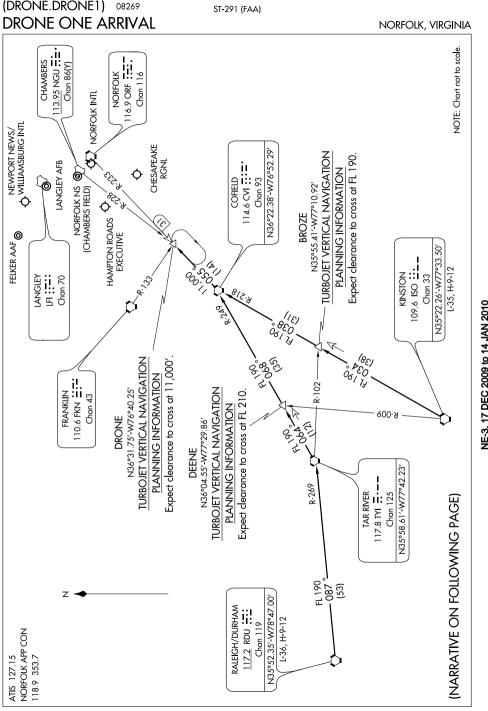






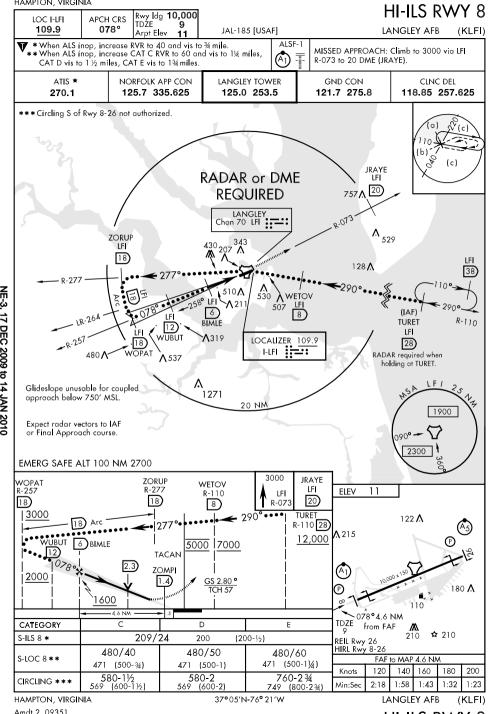


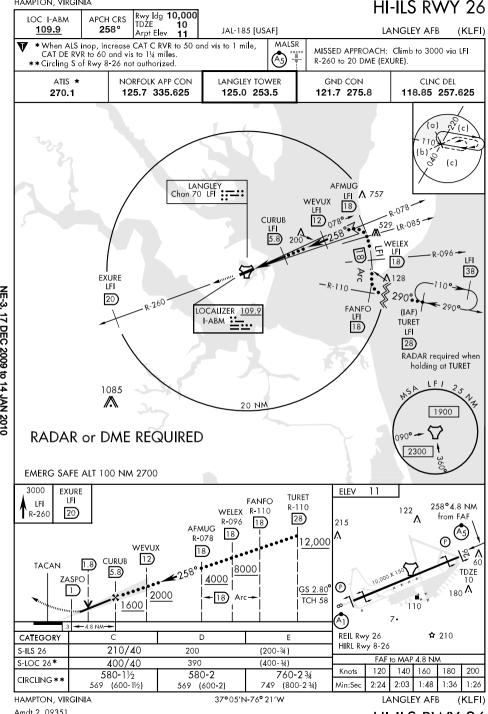


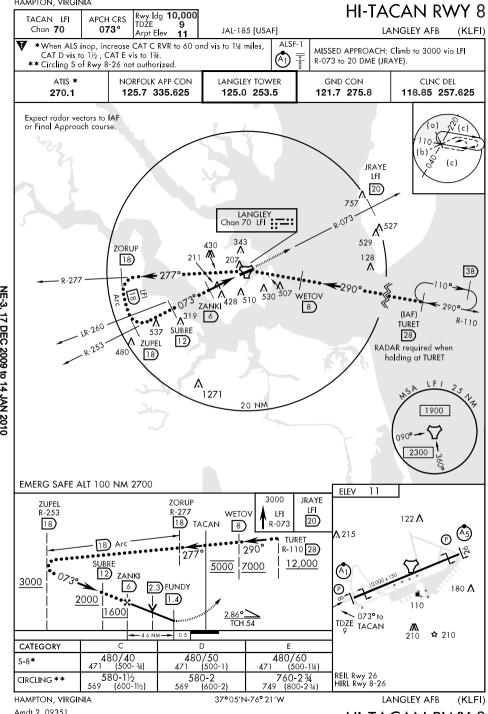


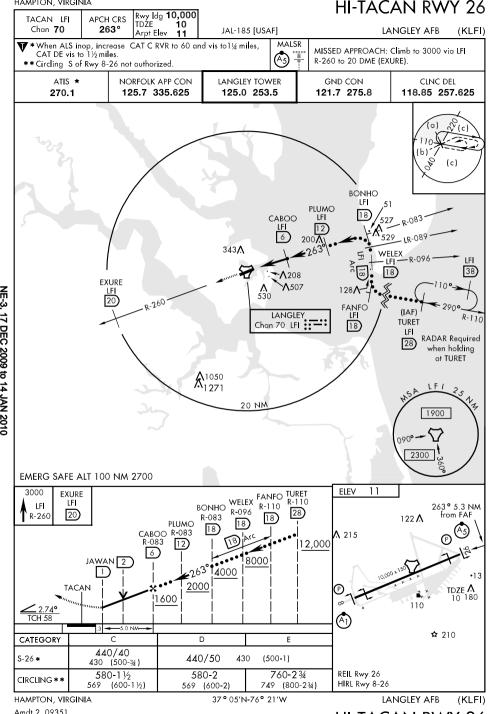
02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

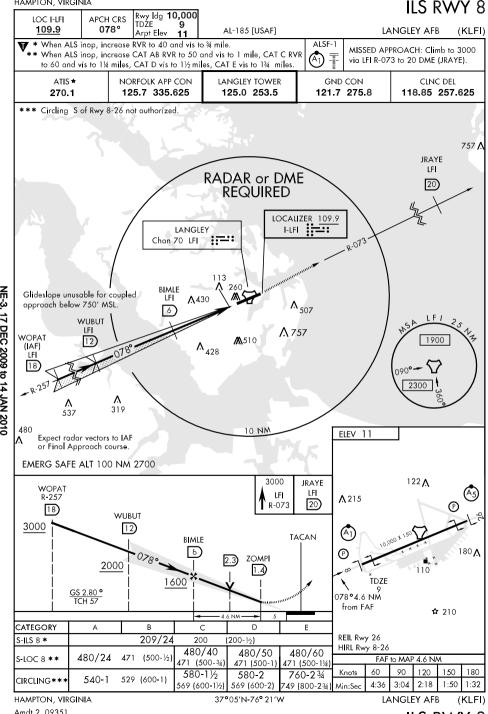
NE-3, 17 DEC 2009 to 14 JAN 2010

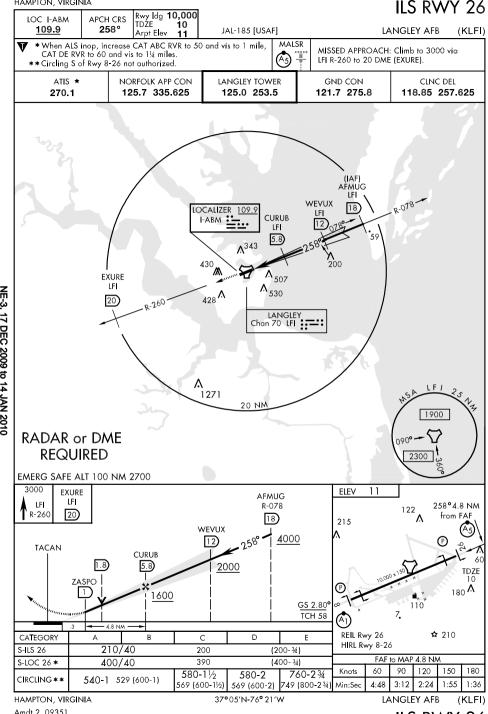


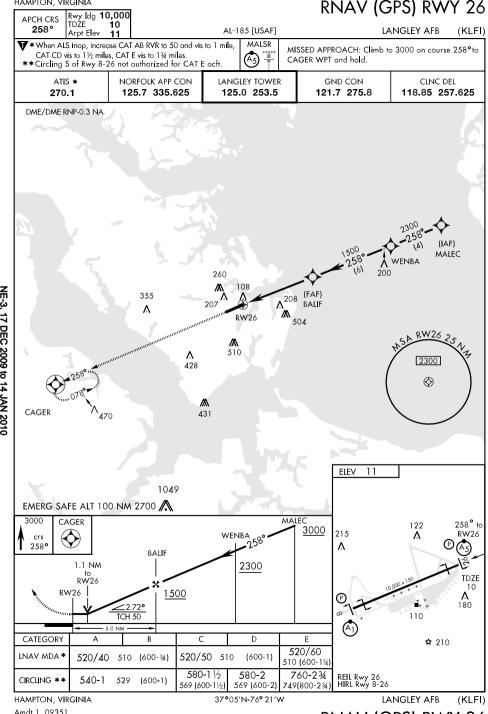


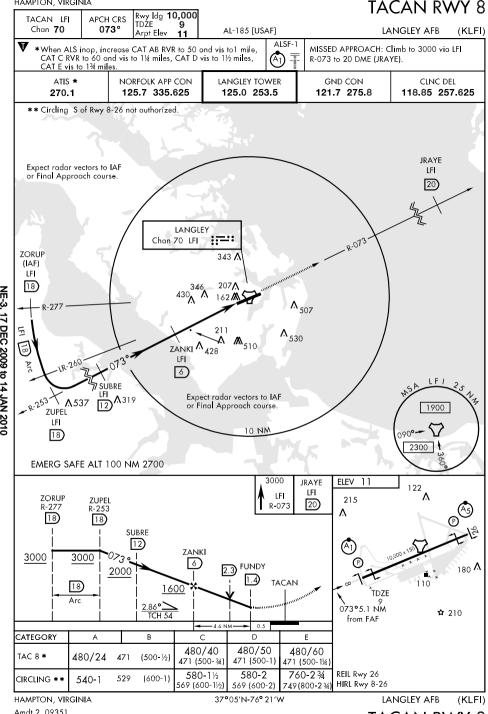


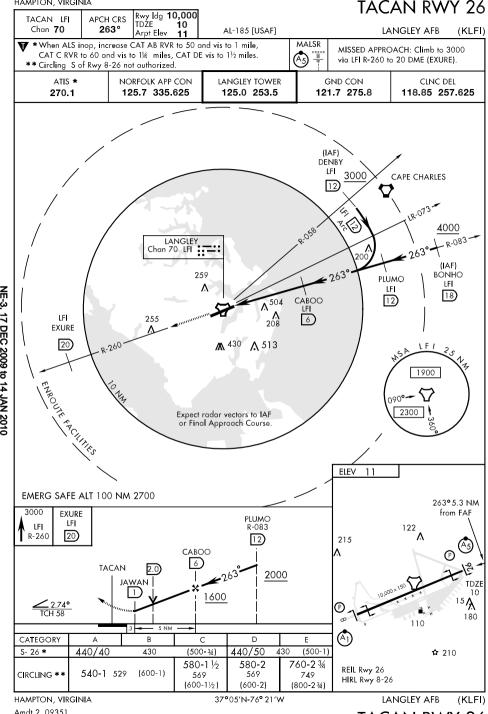


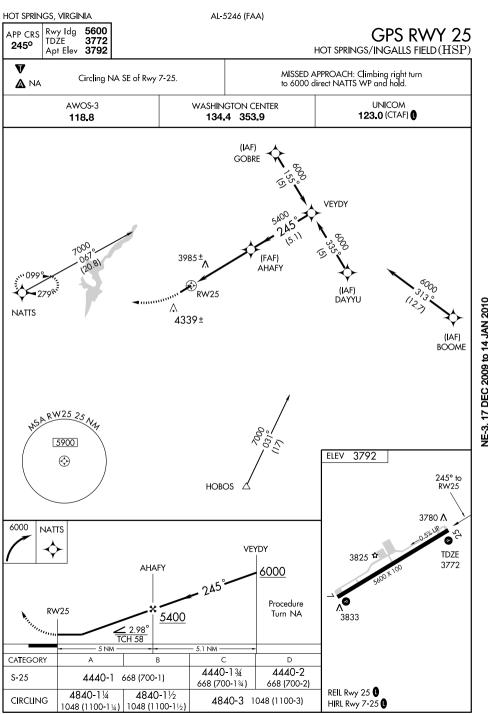


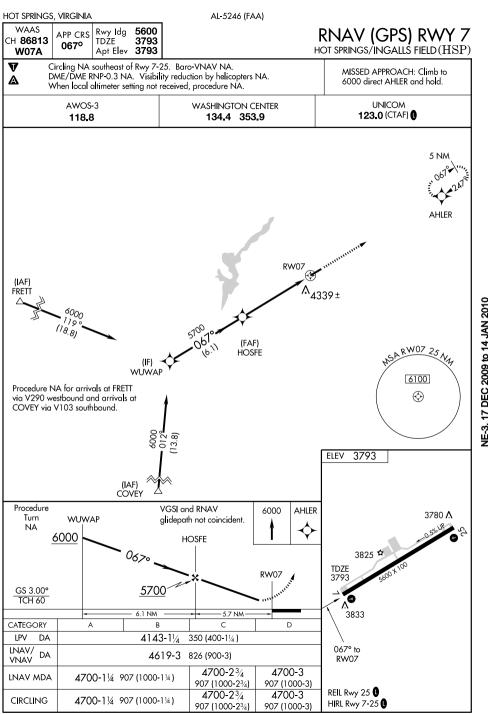




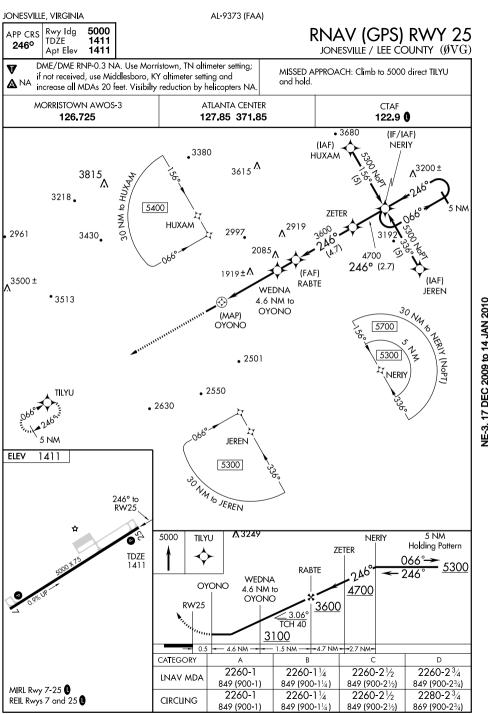


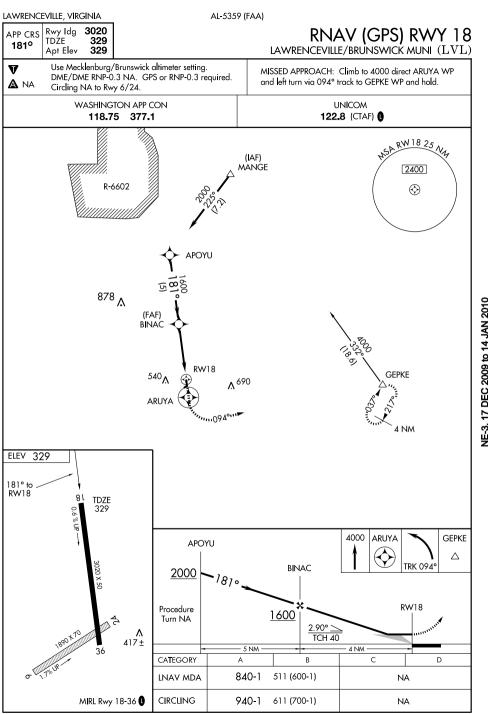


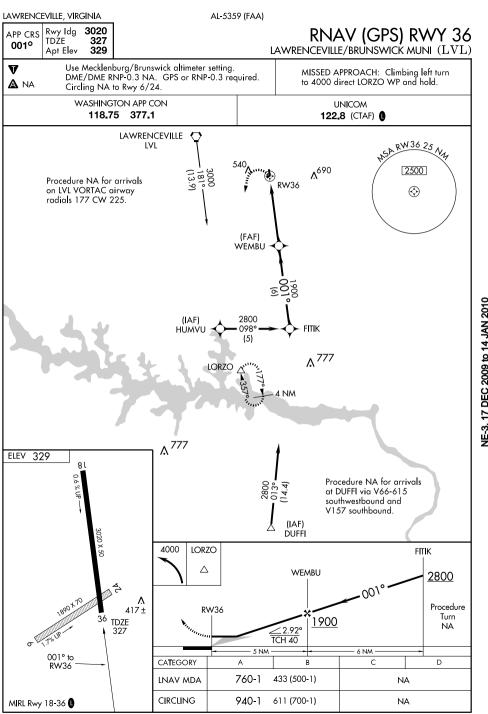




JONESVILLE, VIRGINIA AL-9373 (FAA) Rwy Ida 5000 RNAV (GPS) RWY 7 APP CRS TDŹE 1403 0660 JONESVILLE / LEE COUNTY (ØVG) Apt Elev 1411 Use Morristown, TN altimeter setting; if not received, use MISSED APPROACH: Climb to 5500 direct NAYIP and V via 066° track to NERIY and hold, continue climb-in-hold Middlesboro, KY altimeter setting and increase all MDAs A NA 20 feet. DME/DME RNP-0.3 NA. MORRISTOWN AWOS-3 ATLANTA CENTER CTAF 126,725 127.85 371.85 122.9 ۸<sup>3316</sup> 3080 . 3095 **∧** 3004 3680 . 3380 Λ3615 3200± 30 NM to 100/ Λ<sup>3815</sup> 5400 . 3218 20 Mg NFRIY . 2997 . 2961 5000 3430 2085 3192 Z ICOKI NE-3, 17 DEC 2009 to 14, IAN 2010 **∧** 3500 ± 3513 (MAP) LOBY NAYIP (3) (IAF) IM to ORIC IČOKI (FAF) SÀCGC ORICI HONEB 2.6 NM 2501 5000 3300 to LOBYI **^.** 2459 ± (1:3) (IF/IAF) 2550 TİLYU . 2630 30 NM ELEV 1411 TILYU ð 5000 NOPTI **ORICI** 5 NM NAYIP 5500 **NERIY** Holding Pattern TILYU 5000 SACGO HONEB LOBY TDZE 2.6 NM 1403 to LOBYI RW07 3300 3.05° TCH 40 2520 2.4 NM -- 2.6 NM -0.9 7.3 NM 066° to C D CATEGORY Α В **RW07** 2140-2 2140-21/4 LNAV MDA 2140-1 737 (800-1) 737 (800-2) 737 (800-21/4) MIRL Rwy 7-25 0 2200-1 2200-11/4 2280-23/4 2200-21/4 CIRCLING REIL Rwys 7 and 25 789 (800-1) 789 (800-11/4) 789 (800-21/4) 869 (900-23/4)

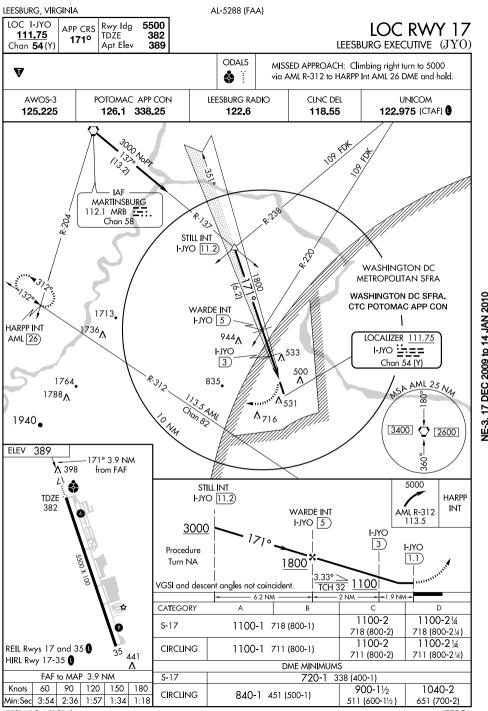


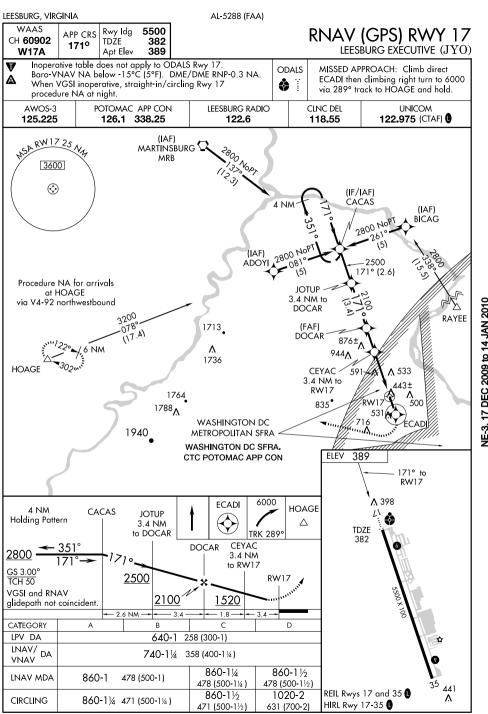


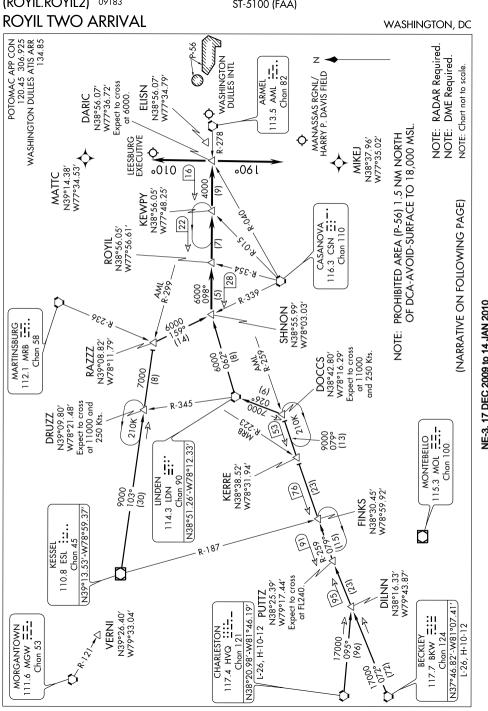


(COATT.COATT4) 09183 ST-5100 (FAA) COATT FOUR ARRIVAL WASHINGTON, DC POTOMAC APP CON LEESBURG EXECUTIVE NORTH 125.8 306.925 Ò SOUTH 124.65 306.925 WASHINGTON **DULLES ATIS 134.85** DULLES O INTL ARMEL MANASSAS RGNL/ 113.5 AML HARRY P. DAVIS FIELD 🔥 Chan 82 N38°56.08' - W77°28.00' BARIN R-104. N38°35.18' - W77°21.83' TURBOJET VERTICAL NAVIGATION CASANOVA PLANNING INFORMATION 116.3 CSN **□:** Chan 110 Expect to cross at 5,000'. 2400 007° (15) **BROOKE** 114.5 BRV Chan 92 N38°20.18′ - W77°21.17 **FALKO** N38°11.11′ - W77°26.56′ TURBOJET VERTICAL NAVIGATION USE FAK R-031 TO BRV, PLANNING INFORMATION BRV R-214 UNUSEABLE. Expect to cross at 10,000' at 250 KT. **OGATE** N38°03.48' W77°31 07' COATT -N37°57.49' W77°34.61′ NABBS DEAND N37°52.60′ N37°48.42′ W77°29.48′ W77°37.49′ R-050 FLAT ROCK RICHMOND 113.3 FAK ::-114.1 RIC :-. Chan 80 Chan 88 N37°31.71′ - W77°49.69′ N37°30.14′ - W77°19.22′ L-36, H-10-12 L-34-36, H-10-12 NOTE: Chart not to scale. FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . . RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . . . . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

VE-3, 17 DEC 2009 to 14 JAN 2010







ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

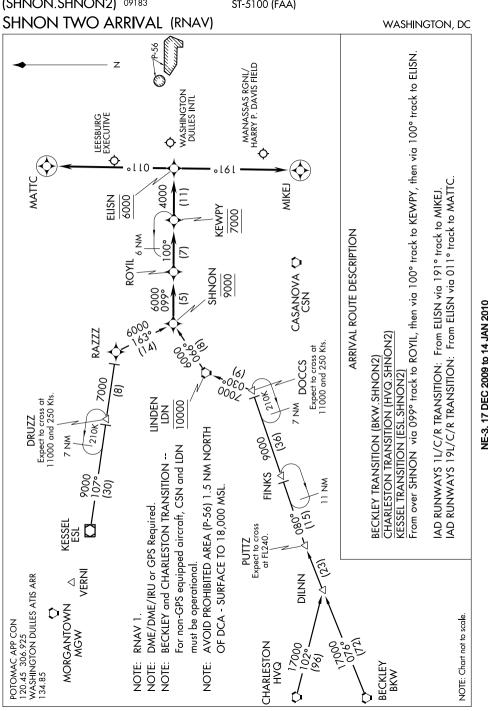
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

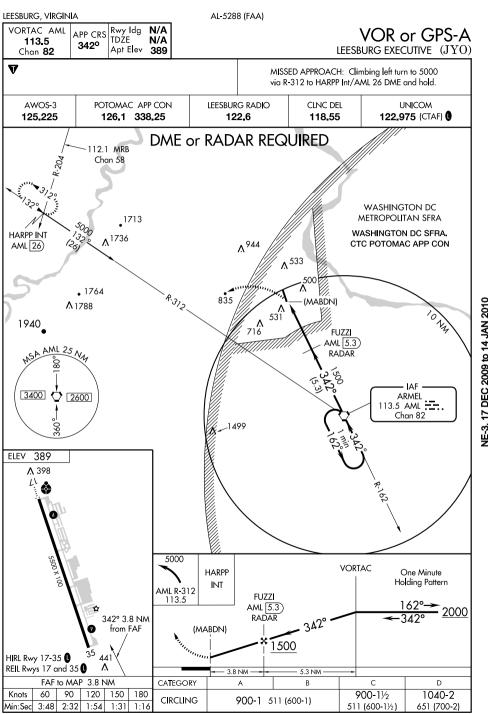
. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

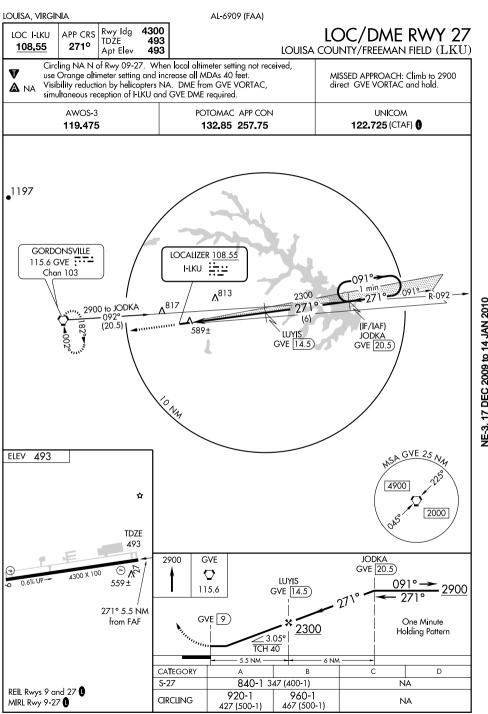
LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

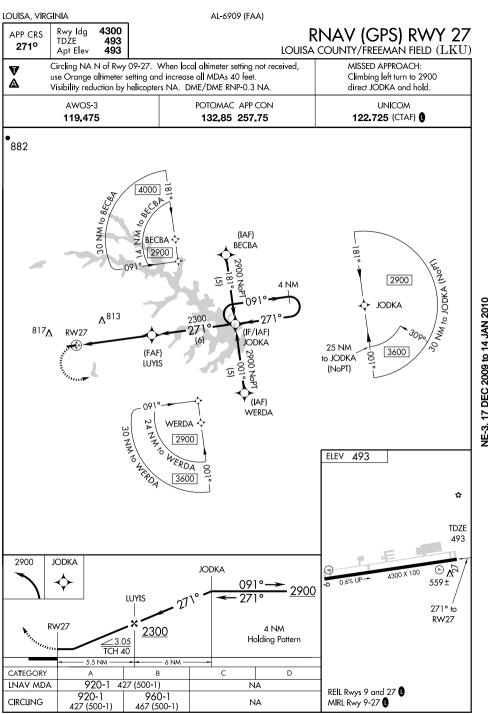
LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final

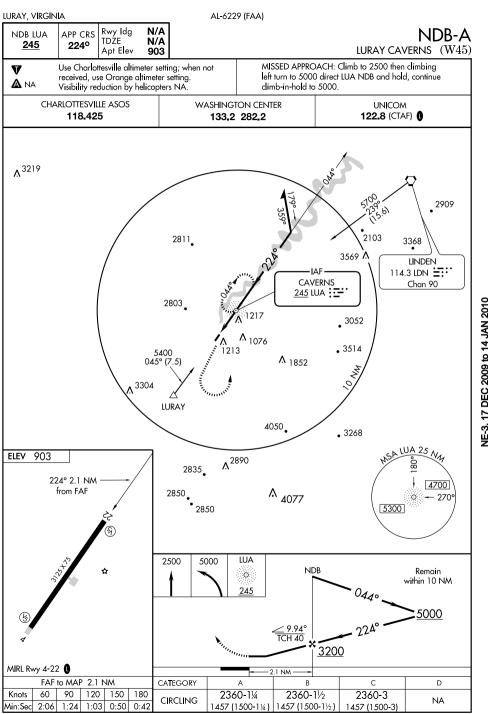
approach course.

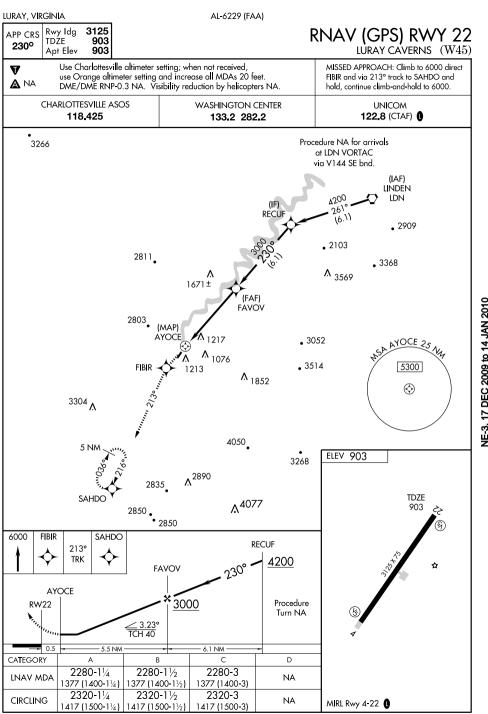


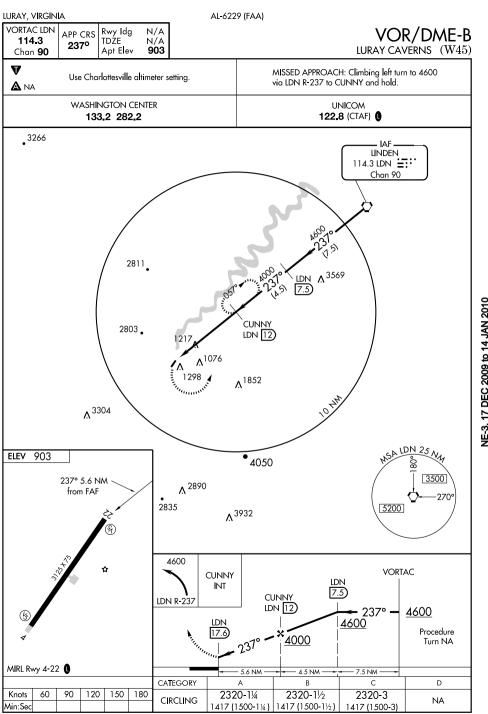




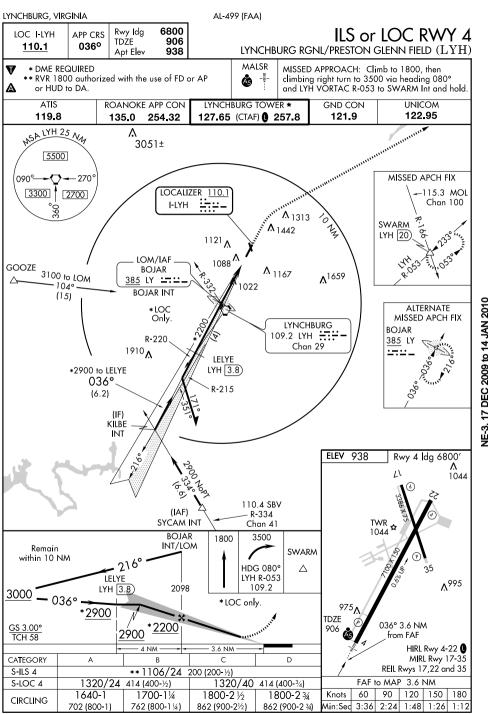


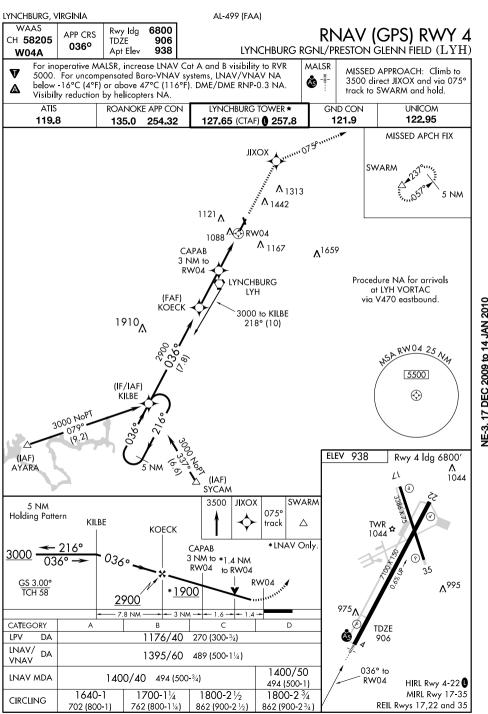


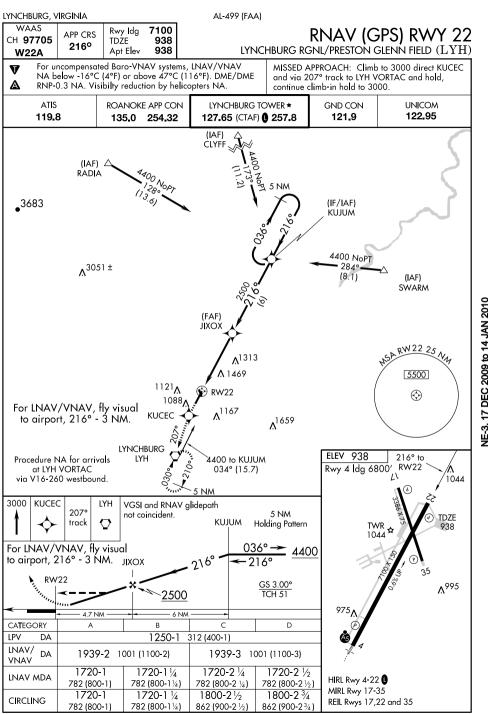


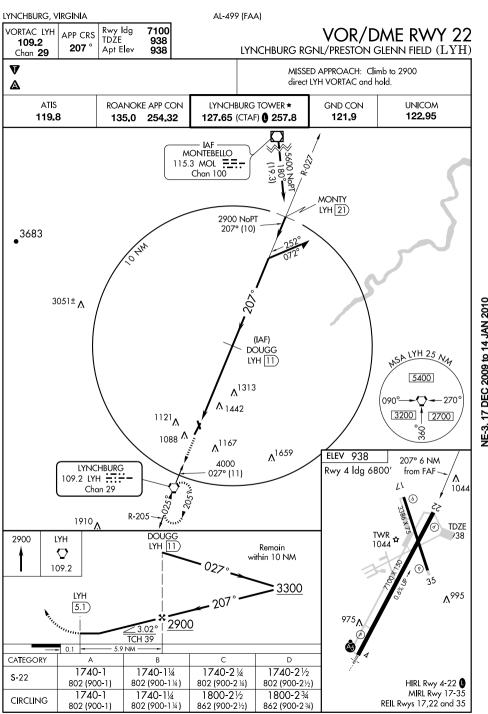


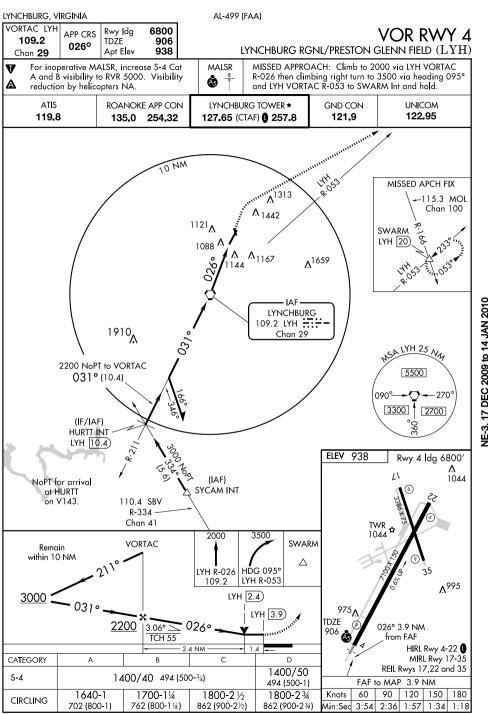
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH) AIRPORT DIAGRAM LYNCHBURG, VIRGINIÁ AL-499 (FAA) ATIS CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. 119.8 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. LYNCHBURG TOWER \* 127.65 257.8 GND CON 121.9 **ELEV** D 922 RUNUP **AREA** - 37°20.0′N -**FIELD ELEV** 938 VIRGINIA AVIATION FBO **TERMINAL** TRANSIT JET RAMP ź MAIN **GENERAL** RAMP AVIATION PARKING JANUARY 2005 ANNUAL RATE OF CHANGE **TWR** 1041 0.0°W-I Ē FIRE NE-3, 17 DEC 2009 to 14 JAN 2010 STATION **FALWELL** JET CENTER & FBO **ELEV** 921 - 37°19.5′N 35 **RWY 4-22** PCN 29 F/A/X/T S90, D108, ST137, DT170 RWY 17-35 ^ 036.5° S25, D35, DT55 BI ----- 37°19.0′N -NOTE: Rwy 17/35 restricted to Air Carrier and ACFT under 12,500 lbs. **ELEV** 894 GLIDE SLOPE CRITICAL AREA 79°12.0′W 79°11.5′W 79°12.5′W

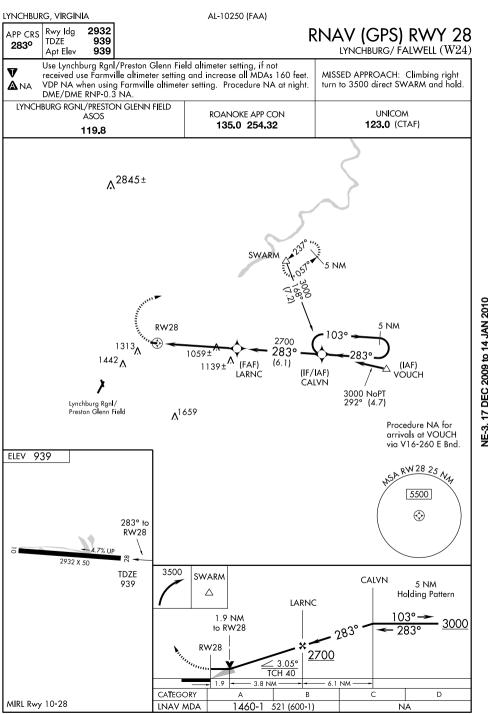


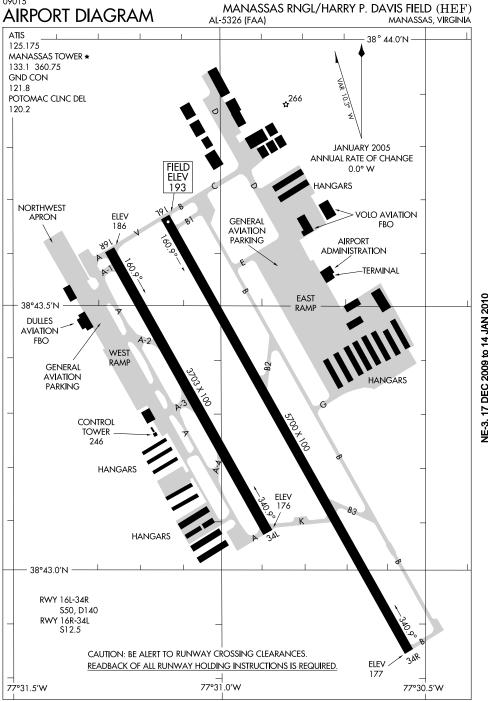


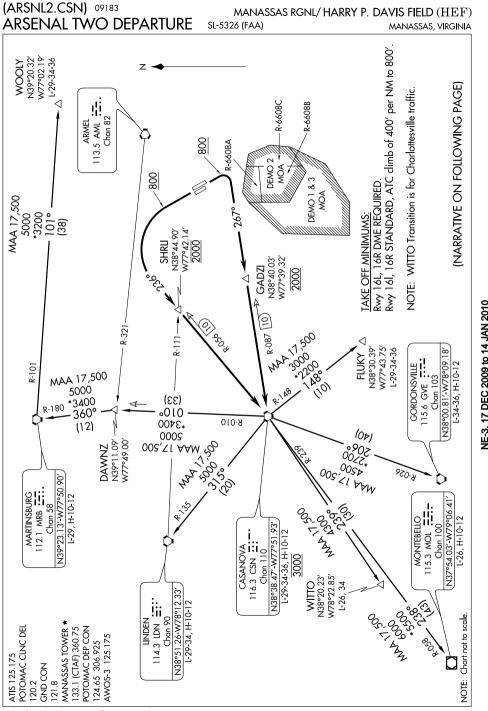












(ARSNL2.CSN) 07298 MANASSAS RGNL / HARRY P. DAVIS FIELD (HEF) ARSENAL TWO DEPARTURE SL-5326 (FAA) MANASSAS, VIRGINIA

## DEPARTURE ROUTE DESCRIPTION

V

TAKE-OFF RWY 34L: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN

R-0.56 to CSN VORTAC. Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . .

TAKE-OFF RWY 34R: Climb heading 341° to 800', then climbing left turn to 2000' to intercept CSN

climb and maintain 3000'. Cross CSN VORTAC at 3000'.

DAWNZ INT, then via MRB R-180 to MRB VORTAC.

GVE R-026 to GVE VORTAC.

MOL R-058 to MOL VOR/DME.

TAKE-OFF OBSTACLES:

100' AGL/279' MSL.

centerline up to 100' AGL/273' MSL.

DER, 484' left of centerline, up to 27' AGL/266' MSL.

to LDN VORTAC.

INT.

R-056 to CSN VORTAC, Maintain 2000' until crossing SHRLI INT/CSN VORTAC 10 DME. Thence. . . . TAKE-OFF RWY 16L: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . . TAKE-OFF RWY 16R: Climb heading 161° to 800', then climbing right turn to 2000' to intercept CSN R-087 to CSN VORTAC. Maintain 2000' until crossing GADZI INT/CSN VORTAC 10 DME. Thence. . . .

FLUKY TRANSITION (ARSNL2.FLUKY): From over CSN VORTAC via CSN R-148 to FLUKY INT. GORDONSVILLE TRANSITION (ARSNL2.GVE): From over CSN VORTAC via CSN R-206 and

LINDEN TRANSITION (ARSNL2.LDN): From over CSN VORTAC via CSN R-315 and LDN R-135

MARTINSBURG TRANSITION (ARSNL2.MRB): From over CSN VORTAC via CSN R-010 to

MONTEBELLO TRANSITION (ARSNL2.MOL): From over CSN VORTAC via CSN R-239 and

WITTO TRANSITION (ARSNL2WITTO): From over CSN VORTAC via CSN R-239 to WITTO

INT, then via MRB R-180 to MRB VORTAC, then via MRB R-101 to WOOLY INT.

WOOLY TRANSITION (ARSNL2.WOOLY): From over CSN VORTAC via CSN R-010 to DAWNZ

NOTE: Rwy 16R: Terrain 64' from DER, 136' right of centerline, 179' MSL. Numerous trees beginning 242' from DER, 53' right of centerline up to 100' AGL/279' MSL. Vehicle on road 886' from DER, 463' right of centerline, 15' AGL/214' MSL. Terrain 33' from DER, 427' left of centerline,

179' MSL. Numerous trees beginning 688' from DER, 40' left of centerline, up to

NOTE: Rwy 16L: Terrain 56' from DER, 177' left of centerline, 179' MSL. Numerous trees beginning 1,911' from DER, 158' left of centerline, up to 83' AGL/292' MSL. Terrain 87' from DER, 386' right of centerline, 179' MSL. Numerous trees beginning 2,559' from DER, 29' right of

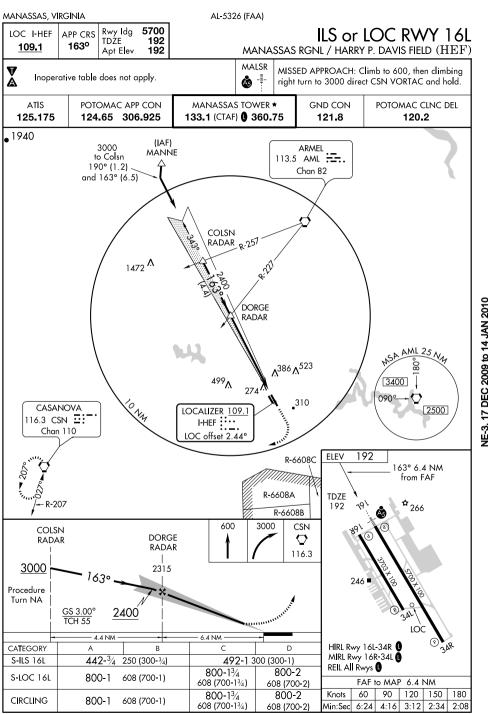
NOTE: Rwy 34R: Sign 70' from DER, 91' right of centerline, 6' AGL/196' MSL. Terrain beginning 23' from DER, 222' right of centerline, up to 199' MSL. Vehicle on road 198' from DER, 9' right of centerline, 15' AGL/214' MSL. Numerous trees beginning 1,860' from DER, 828' right of centerline, up to 70' AGL/280' MSL. Numerous trees beginning 2,875' from

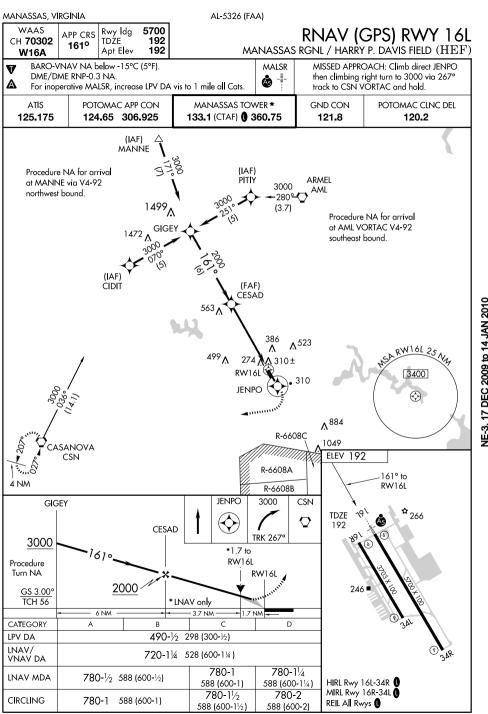
NOTE: Rwy 34L: Terrain 107' from DER, 409' right of centerline, 189' MSL. Numerous trees beginning 2,802' from DER, 251' right of centerline, up to 27' AGL/266' MSL. Terrain 76' from DER, 154'

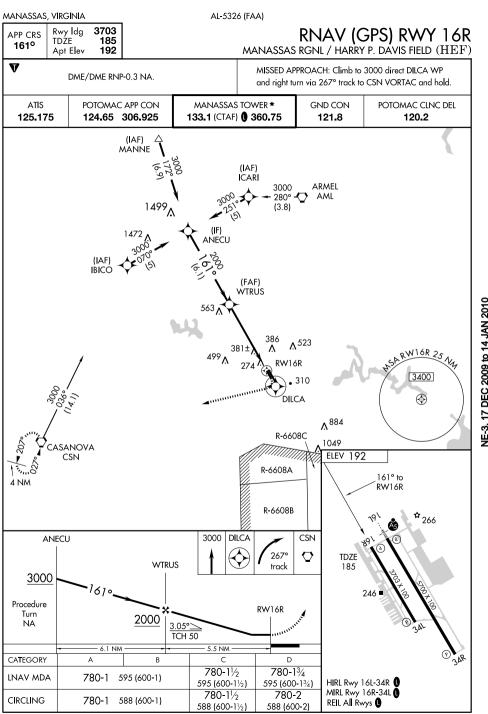
left of centerline, 189' MSL. Vehicle on road 366' from DER, 19' left of centerline, 15' AGL/204' MSL. Numerous trees beginning 1,603' from DER, 249' left of centerline, up to 43' AGL/252' MSL. Tower 3,398 from DER, 1,102' left of centerline, 68' AGL/274' MSL.

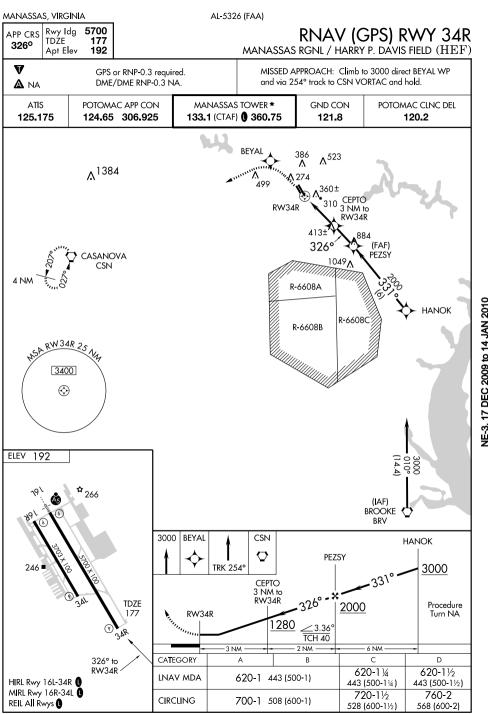
(COATT.COATT4) 09183 ST-5100 (FAA) COATT FOUR ARRIVAL WASHINGTON, DC POTOMAC APP CON LEESBURG EXECUTIVE NORTH 125.8 306.925 Ò SOUTH 124.65 306.925 WASHINGTON **DULLES ATIS 134.85** DULLES O INTL ARMEL MANASSAS RGNL/ 113.5 AML HARRY P. DAVIS FIELD 🔥 Chan 82 N38°56.08' - W77°28.00' BARIN R-104. N38°35.18' - W77°21.83' TURBOJET VERTICAL NAVIGATION CASANOVA PLANNING INFORMATION 116.3 CSN **□:** Chan 110 Expect to cross at 5,000'. 2400 007° (15) **BROOKE** 114.5 BRV Chan 92 N38°20.18′ - W77°21.17 **FALKO** N38°11.11′ - W77°26.56′ TURBOJET VERTICAL NAVIGATION USE FAK R-031 TO BRV, PLANNING INFORMATION BRV R-214 UNUSEABLE. Expect to cross at 10,000' at 250 KT. **OGATE** N38°03.48' W77°31 07' COATT -N37°57.49' W77°34.61′ NABBS DEAND N37°52.60′ N37°48.42′ W77°29.48′ W77°37.49′ R-050 FLAT ROCK RICHMOND 113.3 FAK ::-114.1 RIC :-. Chan 80 Chan 88 N37°31.71′ - W77°49.69′ N37°30.14′ - W77°19.22′ L-36, H-10-12 L-34-36, H-10-12 NOTE: Chart not to scale. FLAT ROCK TRANSITION (FAK.COATT4): From over FAK VORTAC via FAK R-031 to COATT INT. Thence . . . . RICHMOND TRANSITION (RIC.COATT4): From over RIC VORTAC via RIC R-345 to COATT INT. Thence . . . . . . . . From over COATT INT via FAK R-031 to BRV VORTAC, then from over BRV VORTAC via BRV R-007 to BARIN INT. Expect radar vectors to final approach course after BARIN INT.

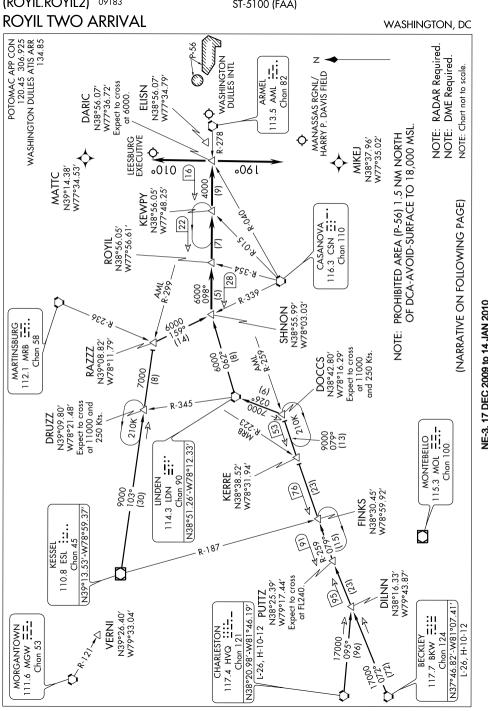
VE-3, 17 DEC 2009 to 14 JAN 2010











ROYIL TWO ARRIVAL

ARRIVAL ROUTE DESCRIPTION

BECKLEY TRANSITION (BKW.ROYIL2): From over BKW VORTAC via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

CHARLESTON TRANSITION (HVQ.ROYIL2): From over HVQ VORTAC via HVQ R-095 to DILNN INT, then via BKW R-072 to PUTTZ INT, then via AML R-259 to DOCCS INT, then via LDN R-206 to LDN VORTAC, then via LDN R-062 to SHNON INT, thence . . . .

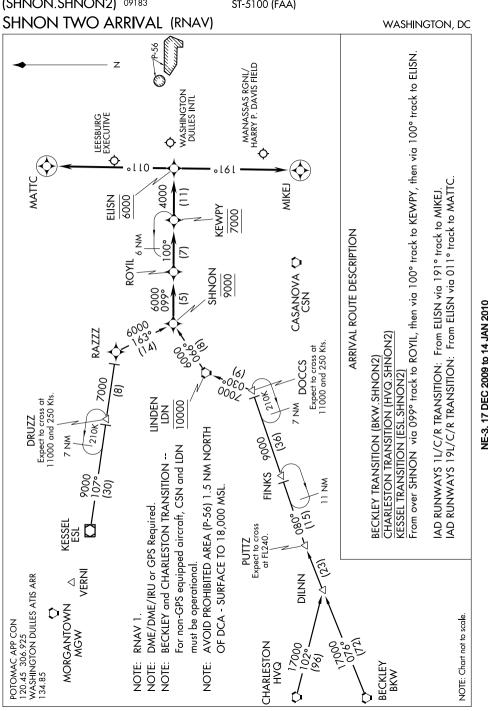
KESSEL TRANSITION (ESL.ROYIL2): From over ESL VOR/DME via ESL R-103 to RAZZZ INT, then via CSN R-339 to SHNON INT, thence . . . .

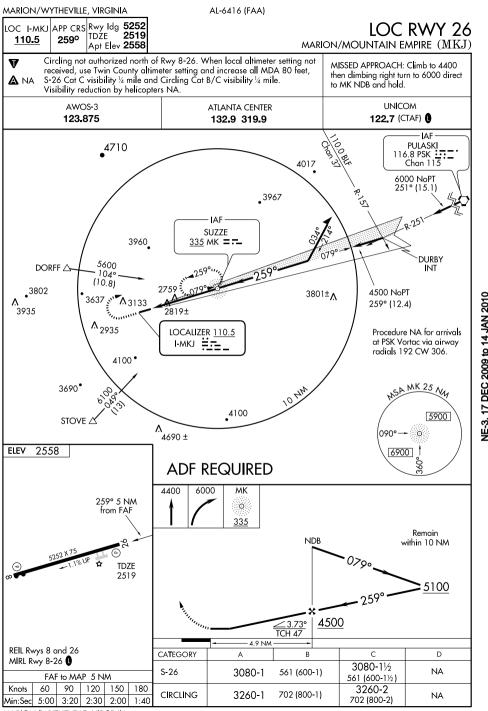
. . . . from over SHNON INT via AML R-278 to ROYIL INT, then via AML R-278 to KEWPY INT, then via AML R-278 to DARIC INT.

LANDING SOUTH (IAD ONLY): Depart DARIC heading 010° for vectors to final approach course.

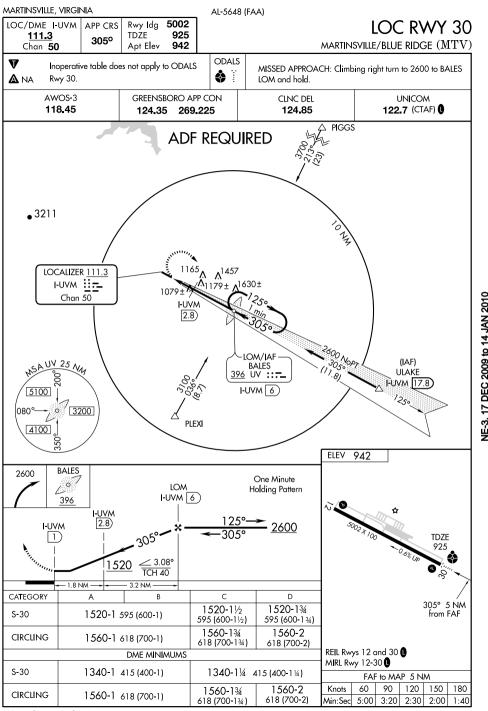
LANDING NORTH (IAD ONLY): Depart DARIC heading 190° for vectors to final

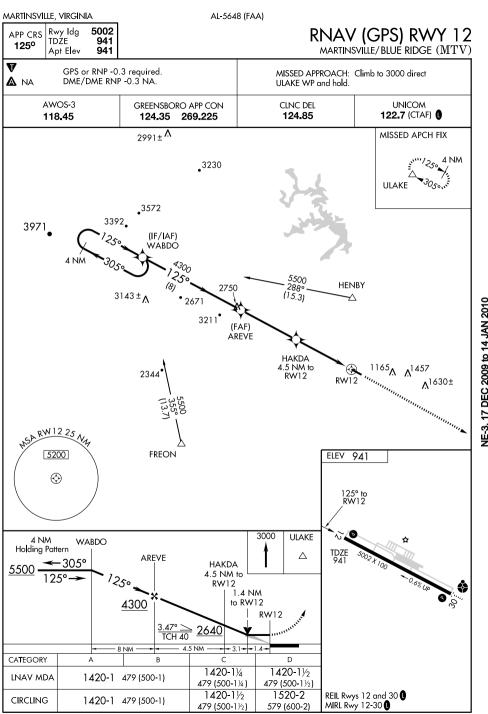
approach course.



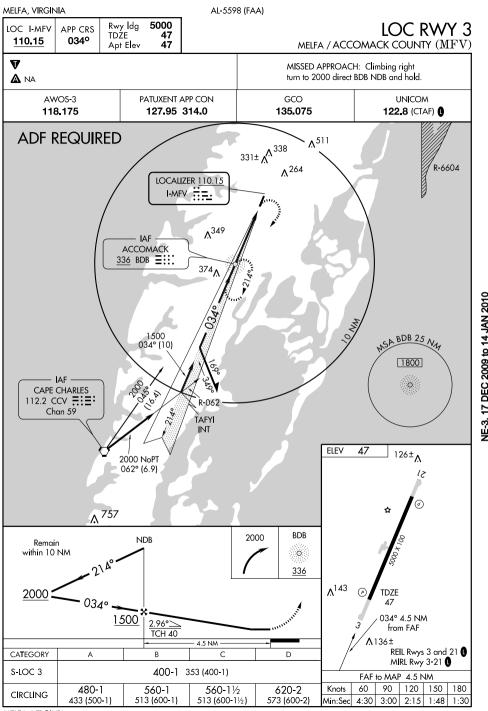


MARION/WYTHE	VILLE, VII	RGINIA		AL-6416 (FAA)				
WAAS CH <b>72802</b> <b>W26A</b>	4PP CRS <b>259</b> °	Rwy Idg TDZE Apt Elev	5252 2519 2558		RNA\ MARION/M	/ (GPS) OUNTAIN E	RWY 26 MPIRE (MKJ)	
Circling Na	y helicop	ters NA. I	local altimeter s	E/DME RNP-0.3 NA. Visibility altimeter setting not received, I increase DA and all MDAs 80 feet.		MISSED APPROACH: Climb to 6000 direct CICAG and hold, continue climb-in-hold to 6000.		
AWOS-3 <b>123.875</b>			<b>I</b>	ATLANTA CENTER 132.9 319.9		UNICOM 122.7 (CTAF) <b>(</b>		
Procedure NA for arrival at PSK VORTAC on airway radials 192 CW 306								
		•			•401 <i>7</i>		(IAF) PULASKI PSK	
				• 3967		8 NM	5700 NoPT \$ 252° 18.41	
DORFF 5700 to Wuzur  093° (19.4)  2893  2893  079  259°  (IF/IAF)  WUZUR								
3802 3637 \$\lambda\$ 5 NM \$\lambda\$ 13133 (FAF) \$\lambda\$ 3801 \times \text{RW26} \text{BAYYA} \$\lambda\$								
	• 369	90	Λ <sup>4690 ±</sup>	4100		<sub>M</sub> SA	RW 26 25 My 7000	
ELEV 2558							<ul><li>⊗</li></ul>	
		259° to RW26		<b>♦</b> glidepat	nd RNAV th not coincide W	nt. /UZUR	8 NM Holding Pattern.	
5252	₹75 -1.1% UP	E TDZE 2519	Yananan .	RW26   W26	259° 5100	079	5700 GS 3.00° TCH 51	
			CATEGORY	- 6 NM - 4 NM -	B 4 NM -	C	D	
			LPV DA	3048-2	529 (600- 2	•	NA	
REIL Rwys 8 and	26		LNAV MDA	3280-1 761 (800-1) 761 (	80-1 <sup>1</sup> / <sub>4</sub>  800-1 <sup>1</sup> / <sub>4</sub> )   2	3280-2 <sup>1</sup> / <sub>4</sub> 761 (800-2 <sup>1</sup> / <sub>4</sub> )	NA	
MIRL Rwy 8-26 0			CIRCLING	3280-2 722 (80	0-2)	3280-2½ 722 (800-2½)	NA	

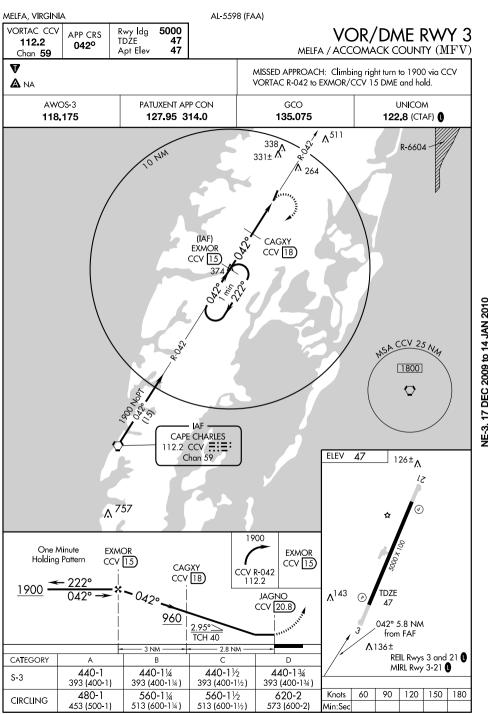


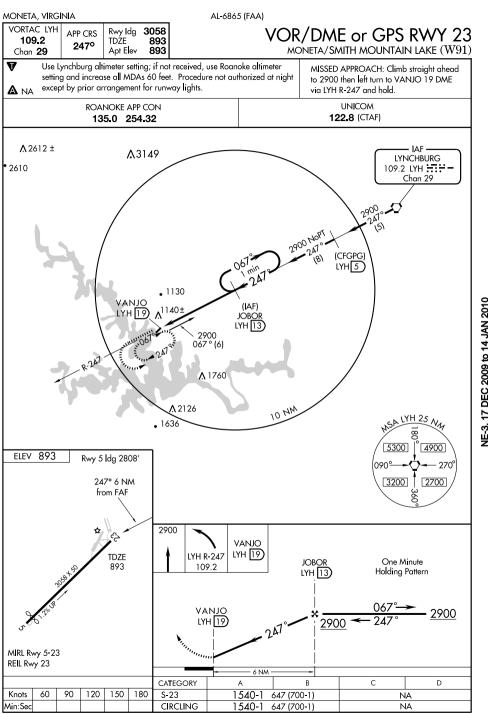


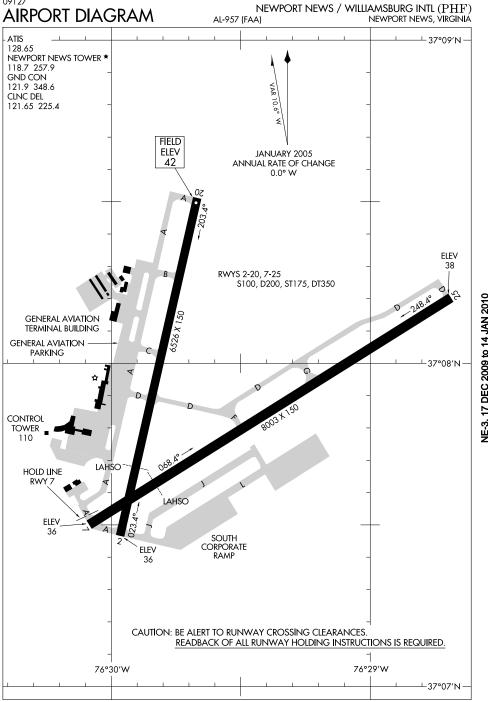
MARTINSVILLE, VIRGINIA AL-5648 (FAA) WAAS 5002 Rwy Ida RNAV (GPS) RWY 30 APP CRS CH 65802 TDŹE 925 305° MARTINSVILLE/ BLUE RIDGE (MTV) Apt Elev W30A 941 If local altimeter setting not received, use Reidsville, NC altimeter V **ODALS** MISSED APPROACH: Climb to 3200 direct setting and increase DAs to 1344 feet and all MDAs 180 feet. HAKDA and via 21.5° track to JENUV and Δ Inoperative table does not apply. 0 left turn via 100° track to ULAKE and hold. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. AWOS-3 CLNC DEL UNICOM GREENSBORO APP CON 122.7 (CTAF) 0 124.85 118.45 124.35 269.225 3211 HAKDA 1165**^** 1457 1726 ± RW30 370±**A**1630± NE-3, 17 DEC 2009 to 14, IAN 2010 (FAF) UBWAY 5 NM .....100°...... **JENUV** (IF/IAF) ULAKE SARW 30 25 Ny 5200 ELEV 941 **(** 3200 HAKDA ULAKE Procedure ULAKE Turn Δ NA TRK 100° TRK 215° 3000 TDZE UBWAY 305° \*2.9 NM to 925 RW30 RW30 2600 <u>GS 3.</u>00° \* LNAV only. TCH 40 305° to 2.2 NM-2.9 11.7 NM **RW30** CATEGORY Α R D 1175-1 250 (300-1) LPV DA 1880-11/4 1880-11/2 LNAV MDA 1880-3 995 (1000-3) 955 (1000-11/4) 955 (1000-11/2) 1880-11/4 REIL Rwys 12 and 30 1 1880-11/2 CIRCLING 1880-3 939 (1000-3) MIRL Rwy 12-30 ( 939 (1000-11/2) 939 (1000-11/4)

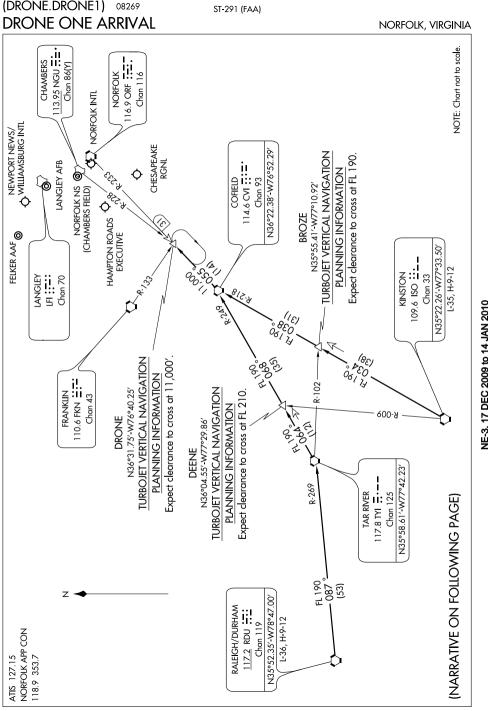


MELFA, VIRGINIA AL-5598 (FAA) WAAS APP CRS Rwy Ida 5000 RNAV (GPS) RWY 3 CH **42905** TDŹE 47 034° MELFA / ACCOMACK COUNTY (MFV) Apt Elev 47 W03A If local altimeter setting not received, use Wallops Island altimeter setting and increase MISSED APPROACH: Climb to 2000 all DAs/MDAs 60 feet. Baro-VNAV NA when using Wallops Island altimeter setting. direct AROCE and right turn via 144° Δ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or track to BACAK and right turn via above 48°C (118°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA 252° track to UCGEL and hold. AWOS-3 PATUXENT APP CON GCO **UNICOM** 127.95 314.0 135.075 122.8 (CTAF) ( 118,175 R-6604A R-4006 AROCE R-6609 511 A. Richard Ado Antonio ۸<sup>264</sup> 30 MM to UHYEZ **BACAK** i48± 2000 VE-3, 17 DEC 2009 to 14, IAN 2010 UHYEZ (FAF) 30146 MELFA W-386 2000 NOPT 2000 (IAF) UHYÉZ **AZBEJ** (5) 2000 NOPT (IF/IAF) 3040 UCGEL UCGEL 3040 (IAF) STANTO UCGEL (NOPT) AZBÉJ ELEV 47 126±∧ 2000 AROCE **BACAK UCGEL** 4 NM Holding Pattern **UCGEL** TRK TRK 144 252° 2000 MELFA 03₄∘ RW03 GS 3.00° 1500 TCH 40 ۸<sup>143</sup> TDZE 4.4 NM 6.1 NM CATEGORY D 346-1 299 (300-1) LPV DA 034° to INAV/ DA **∧**136± RW03 408-11/4 361 (400-11/4) VNAV 440-11/4 LNAV MDA 440-1 393 (400-1) 393 (400-11/4) REIL Rwys 3 and 21 1 480-1 560-1 560-11/2 620-2 CIRCLING MIRL Rwy 3-21 513 (600-1) 513 (600-11/2) 573 (600-2) 433 (500-1)





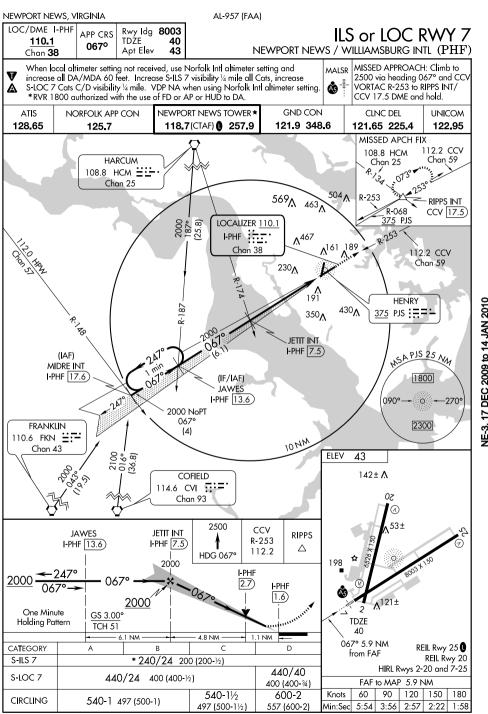


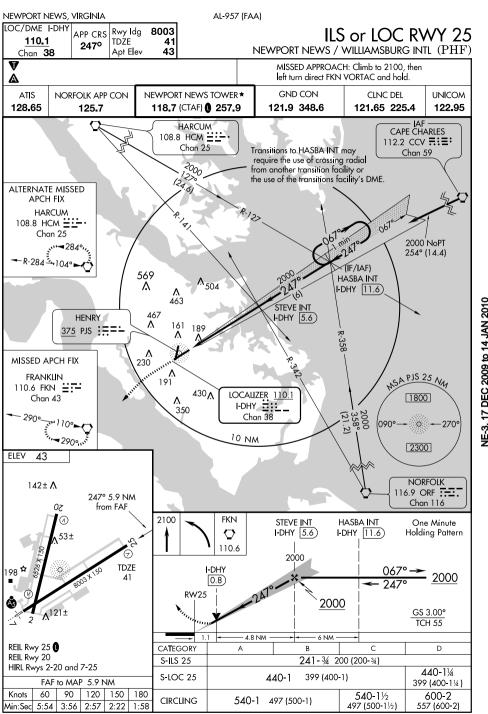


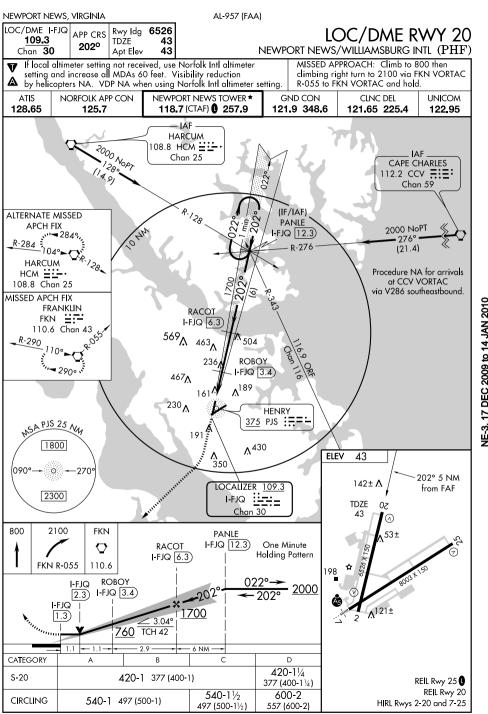
02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

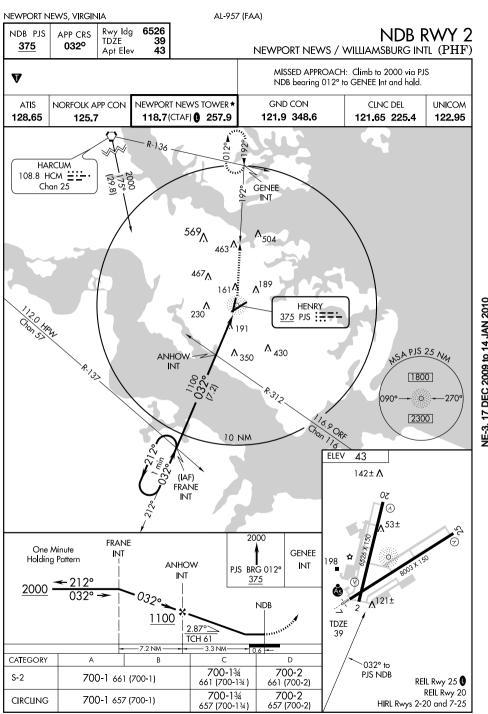
NE-3, 17 DEC 2009 to 14 JAN 2010

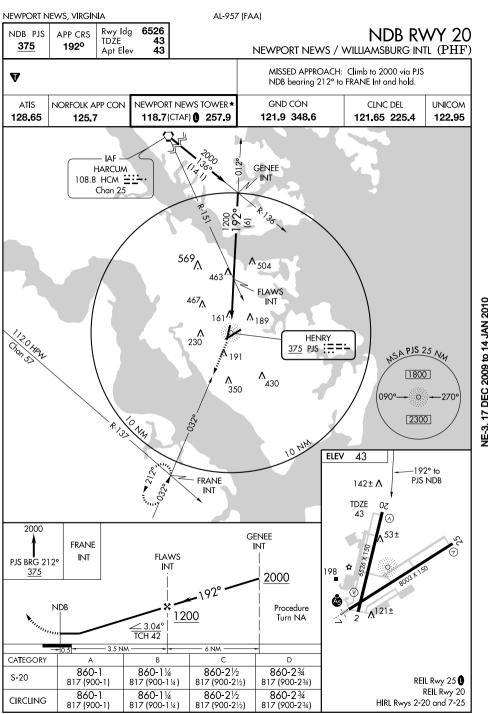
(HENRY2.PHF) 08213 NEWPORT NEWS/WILLIAMSBURG INTL (PHF)HENRY TWO DEPARTURE SL-957 (FAA) NEWPORT NEWS, VIRGINIÁ ATIS \* 128.65 SNOW HILL SAHSBURY CLNC DEL 112.4 SWL :::.. 111.2 SBY **∷∵**\_ 121.65 225.4 Chan 71 Chan 49 GND CON N38°03.40′-W75°27.84′ N38°20 70′-W75°30 64′ 121.9 348.6 L-36, H-10-12 NEWPORT NEWS TOWER\* L-34-36, H-10-12 118.7 257.9 NORFOLK DEP CON **HARCUM** 124.9 108.8 HCM <u>=:-</u> · FLAT ROCK Chan 25 113.3 FAK ::-: N37°26.92′-W76°42.68 Chan 80 L-34-36, H-10-12 **IAMIF** N37°31.71′-W77°49.69 N37°36.34' L-36, H-10-12 W75°57.81′ 1-36 **HOPEWELL** 112.0 HPW :=:-CAPE CHARLES Chan 57 112.2 CCV ☴:☰: N37°19.73′-W77°06.96′ Chan 59 L-34-36, H-10-12 N37°20.85′-W75°59.86′ L-35-36, H-10-12 VE-3, 17 DEC 2009 to 14 JAN 2010 WAIKS N37°03.03′ W77°04.13′ FRANKLIN L-36, H-10-12 110.6 FKN ::-Chan 43 N36°42.85′-W77°00.74′ L-35-36, H-10-12 **NORFOLK** 116.9 ORF :.... TAKE-OFF OBSTACLES Chan 116 Rwy 2: Bush, 295' from DER, 291' right of centerline, 22' AGL/62' MSL. N36°53.51′-W76°12.02′ Tree, 937' from DER, 603' left of centerline, 81' AGL/131' MSL. L-35-36, H-10-12 Pole, 1221' from DER, 487' right of centerline, 31' AGL/81' MSL. Tree, 1275' from DER, 517' left of centerline, 79' AGL'132' MSL. Multiple Trees beginning 1554' from DER, 298' left of centerline, up to 88' AGL/141' MSL. TAKE-OFF MINIMUMS Tree, 1686' from DER, 428' right of centerline, 61' AGL/114' MSL. Rwys 2, 7, 25: STANDARD Tree, 1849' from DER, 598' right of centerline, 72' AGL/125' MSL. Rwy 20: 300-11/4 or T-L Tower, 3351' from DER, 1008' left of centerline, 109' AGL/161' MSL. STÁNDARD with a minimum Rwy 7: Tree, 371' from DER, 588' left of centerline, 36' AGL/73' MSL. climb of 255 feet per NM T-L Tower, 4120' from DER, 1324' right of centerline, 93' AGL/116' MSL. to 300. T-L Tower, 5625' from DER, 1345' left of centerline, 133' AGL/191' MSL. Rwy 20: Bush, 96' from DER, 293' left of centerline, 22' AGL/52' MSL. Stack, 5977' from DER, 598' left of centerline, 186' AGL/227' MSL. Rwy 25: Tree, 694' from DER, 549' right of centerline, 42' AGL/65' MSL. Tree, 1020' from DER, 703' right of centerline, 23' AGL/97' MSL. Tree, 1622' from DER, 529' left of centerline, 59' AGL/79' MSL. Tree 2654' from DER, 335' right of centerline, 86' AGL/106' MSL. NOTE: RADAR required. Tree. 3435' from DER, 1125' right of centerline, 116' AGL/139' MSL. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 2: Climb heading 022° to 2000, thence . . . . TAKE-OFF RUNWAY 7: Climb heading 067° to 2000, thence . . . . TAKE-OFF RUNWAY 20: Climbing right turn to 2000 via heading 250°, thence . . . . TAKE-OFF RUNWAY 25: Climb heading 247° to 2000, thence . . . . .... via vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

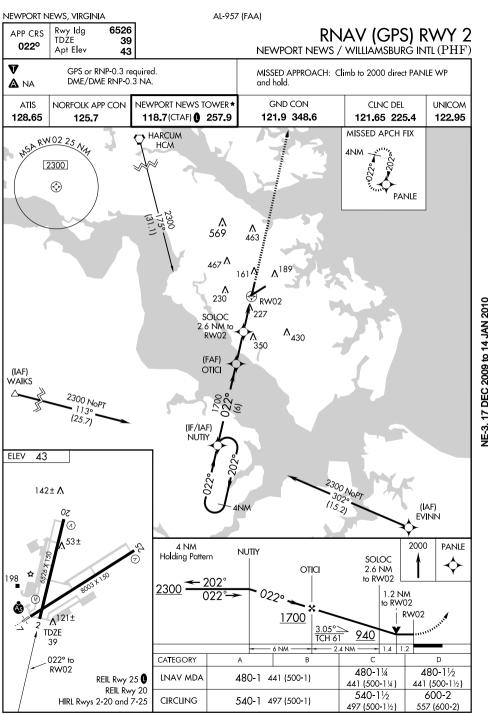


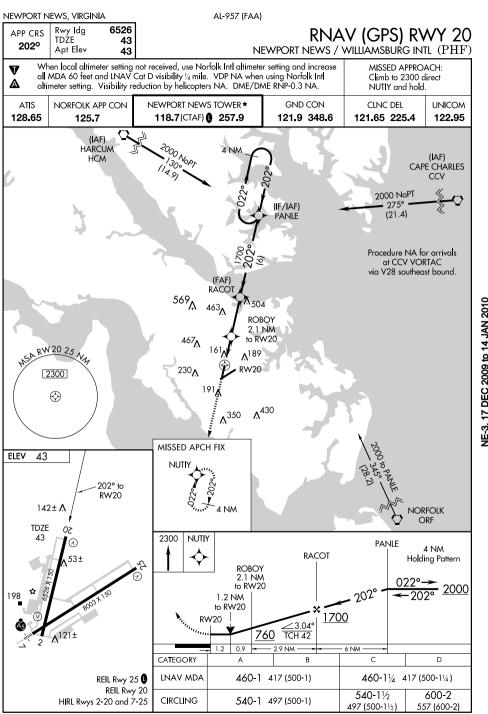


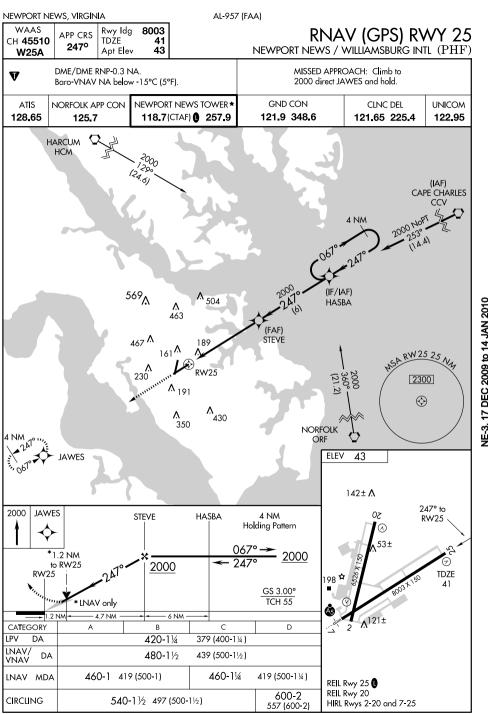


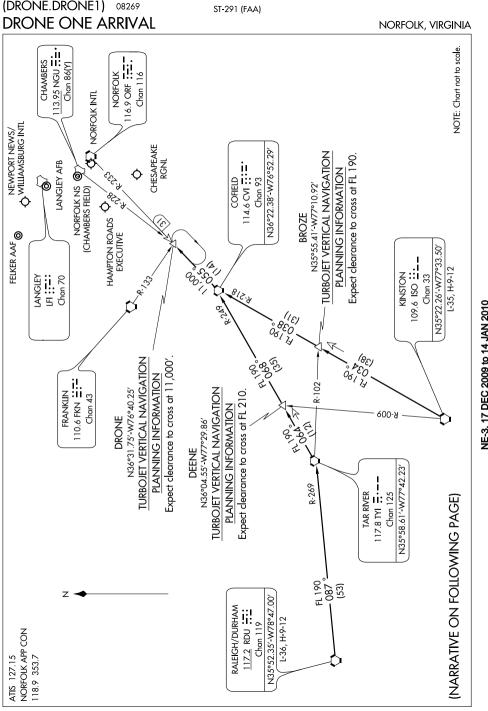






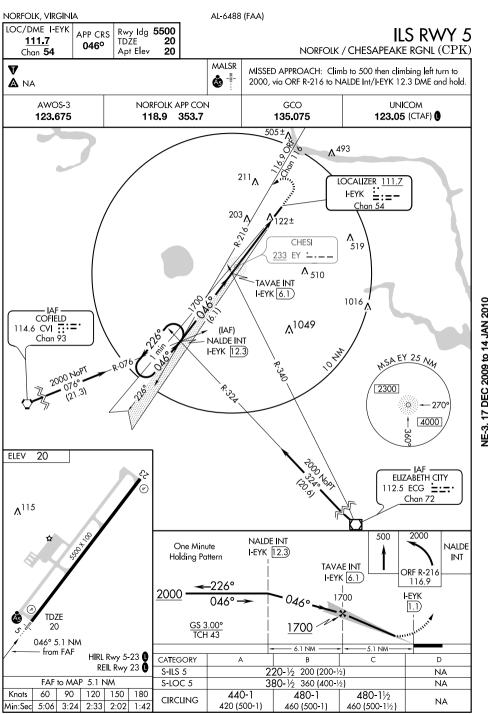


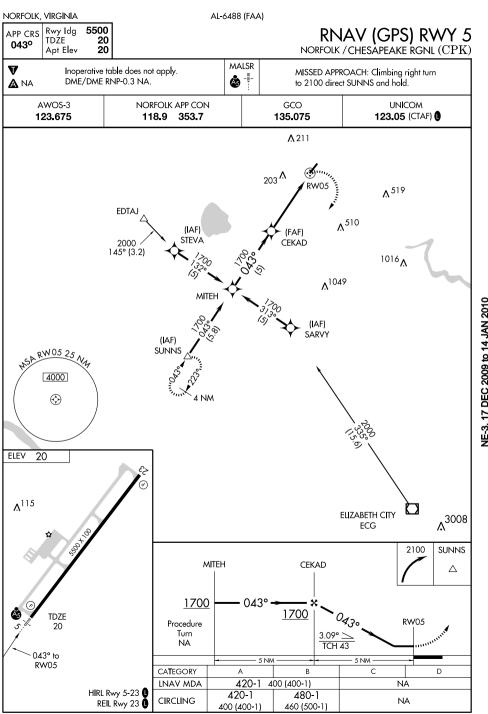




02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

NE-3, 17 DEC 2009 to 14 JAN 2010





NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

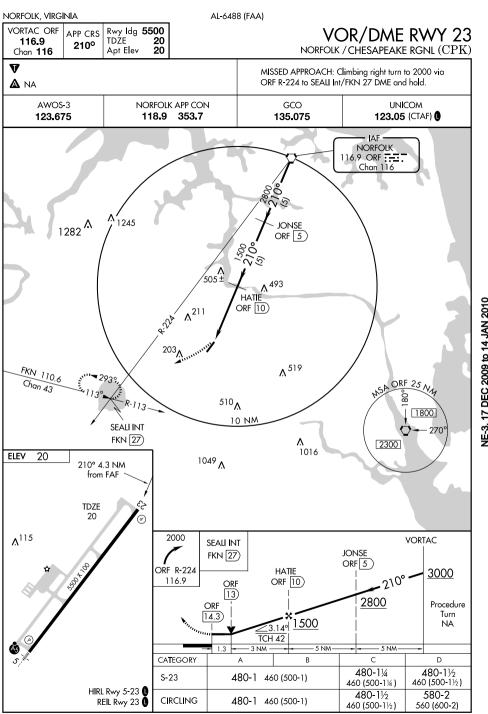
CHESAPEAKE . RGNI

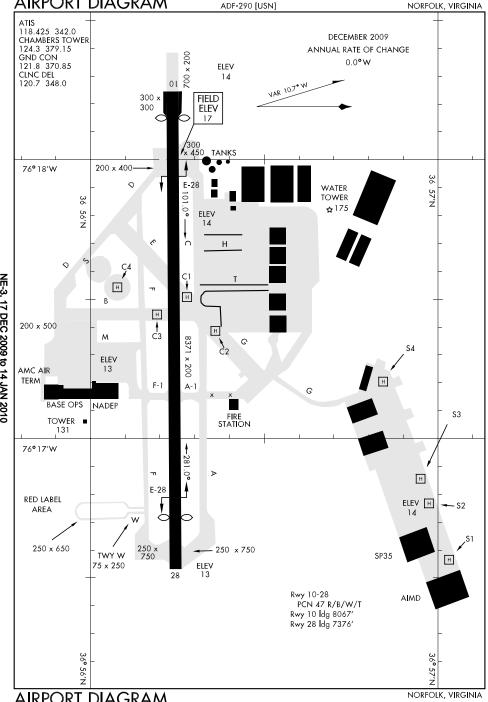
NOTE: Chart not to scale.

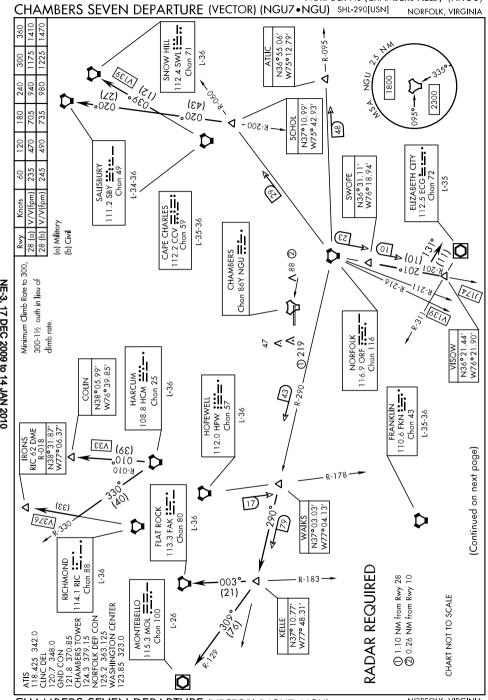
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VE-3, 17 DEC 2009 to 14 JAN 2010

FIELD







CHAMBERS SEVEN DEPARTURE (VECTOR) (NGU7 • NGU) SHL-290[USN] V DEPARTURE ROUTE DESCRIPTION

(Continued) TAKE-OFF RWY 10: Climbing left turn heading 050°, cross DER at or above 35' AGL/48'

MSL, thence... TAKE-OFF RWY 28: Climb via heading 280°, thence...

via radar vectors to assigned transition. Maintain 2000 or assigned altitude. Expect

clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU7•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU7 • CCV): Via vectors to CCV VORTAC. (NOTE: For

altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU7 • ECG): Via vectors to SWOPE, then via ORF R-201 to

VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU7 • FAK): Via vectors to WAIKS, then via ORF R-290 to

KELLE, then direct FAK VORTAC.

FRANKLIN TRANSITION (NGU7 • FKN): Via vectors to FKN VORTAC\*.

HARCUM TRANSITION (NGU7 • HCM): Via vectors to HCM VORTAC\*\*.

HOPEWELL TRANSITION (NGU7 • HPW): Via vectors to HPW VORTAC.

MONTEBELLO TRANSITION (NGU7 • MOL): Via vectors to WAIKS, then via ORF R-290 to

KELLE, then intercept MOL R-129 to MOL VOR/DME.

SALISBURY TRANSITION (NGU7 • SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU7 • SWL): Via vectors to SCHOL, thence SBY R-200 to V139

to SWL VORTAC.

V139 TRANSITION (NGU7 • ORF): Via vectors to V139.

J174 TRANSITION (NGU7•ORF): Via vectors to J174.

\*For routing to TYI/RDU/GSO:

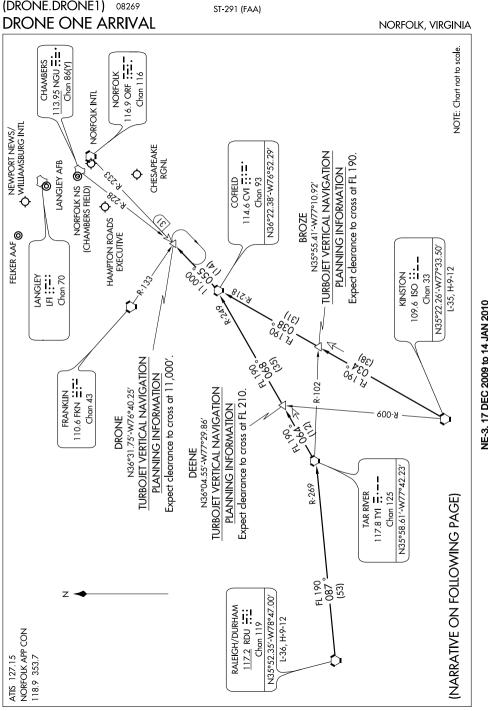
\*\*For routing to NHK/BWI/MTN/DCA METRO AREA via the following:

NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)

BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.) DCA/ADW/NSF/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

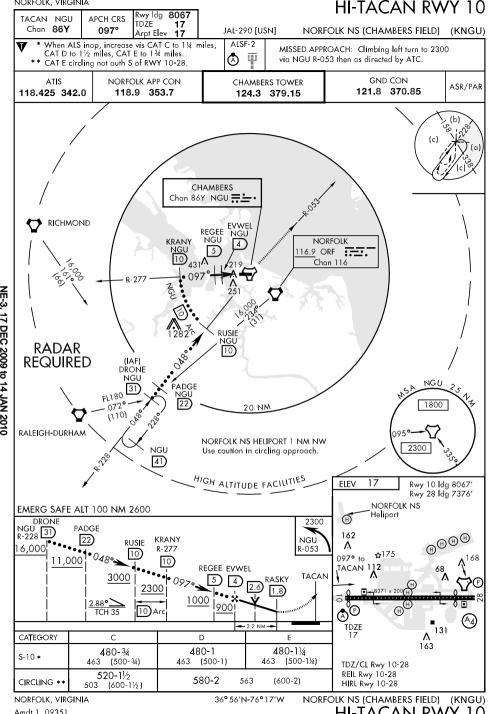
NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

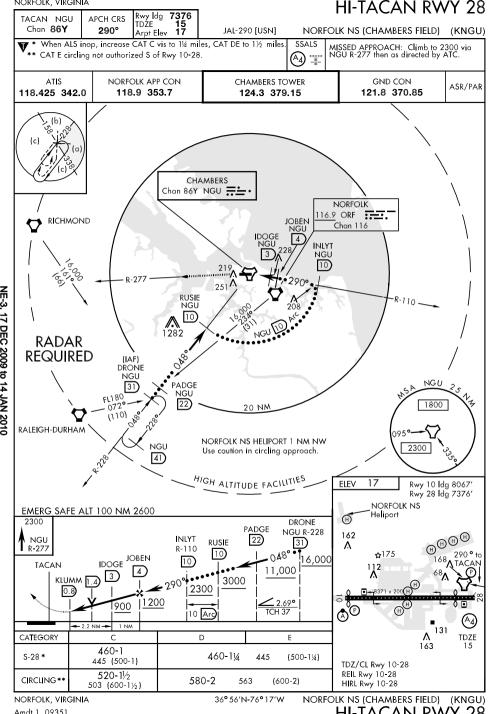
NORFOLK, VIRGINIA

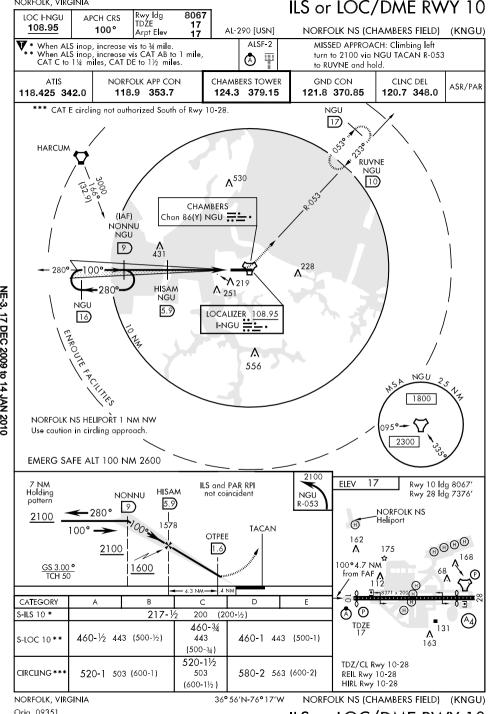


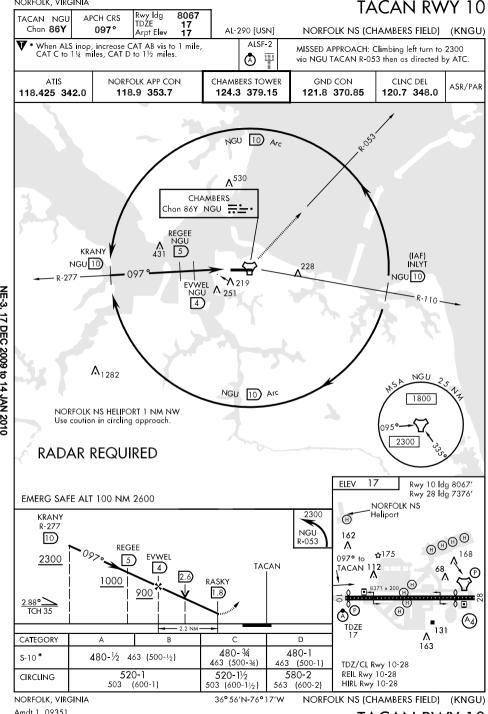
02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

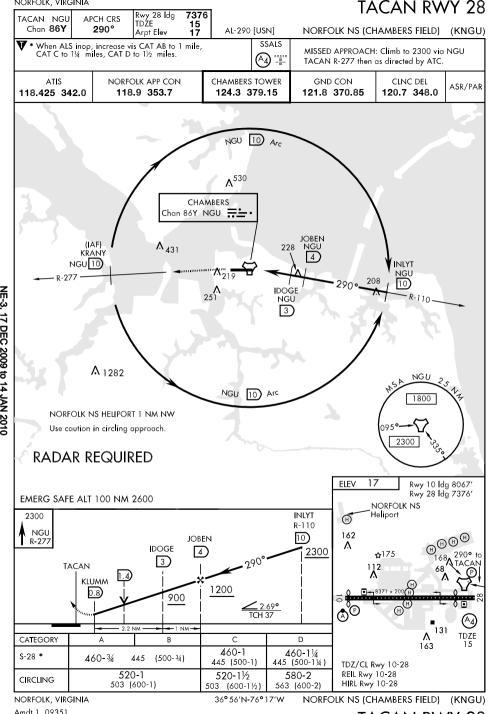
NE-3, 17 DEC 2009 to 14 JAN 2010











NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

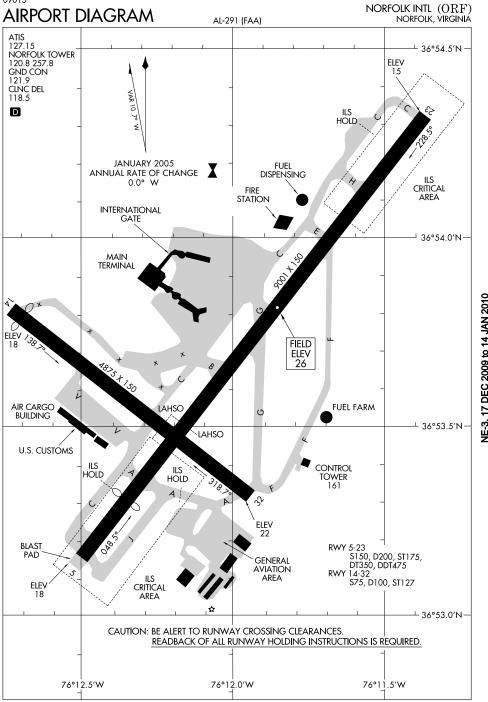
CHESAPEAKE . RGNI

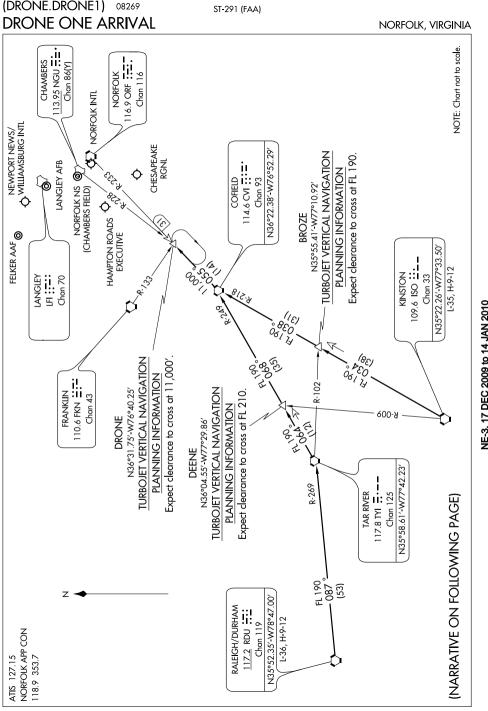
NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VE-3, 17 DEC 2009 to 14 JAN 2010

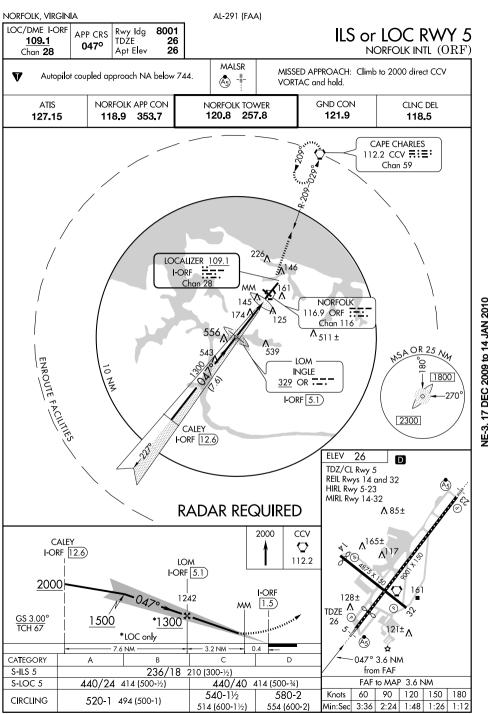
FIELD

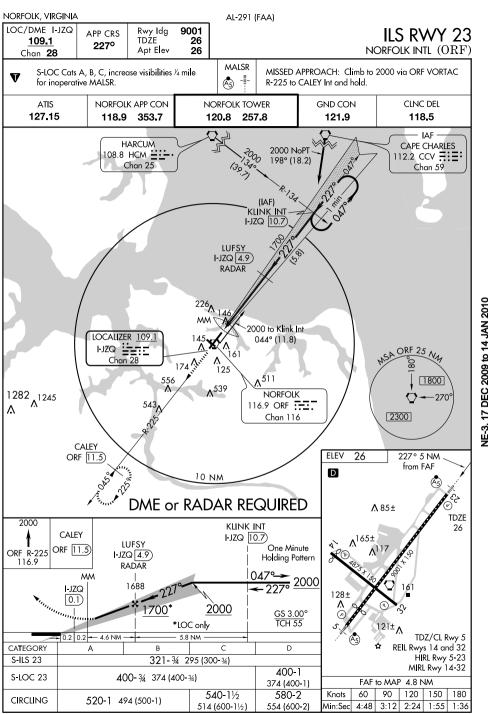




02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

NE-3, 17 DEC 2009 to 14 JAN 2010





(KISRR1.ORF) 08101 SL-291 (FAA) NORFOLK INTL (ORF) KISRR ONE DEPARTURE NORFOLK, VIRGINIÁ ATIS 127.15 SNOW HILL CLNC DEL 118.5 112.4 SWL :--SALISBURY GND CON Chan 71 111.2 SBY **∷**∴ 121.9 N38°03.40′-W75°27.84′ NORFOLK TOWER Chan 49 L-36, 120.8 257.8 N38°20.70′-W75°30.64′ H-10-12 NORFOLK APP CON I-34-36 H-10-12 125.2 363.125 ASOS N37°53.29' FLAT ROCK W75°35.50 113.3 FAK :--HARCUM Chan 80 108.8 HCM **=**:-N37°31.71′-W77°49.69′ Chan 25 L-36, H-10-12 N37°26.92′-W76°42.68′ L-34-36, H-10-12 **HOPEWELL** CAPE CHARLES 112.0 HPW :== 112.2 CCV **ΞΞΞ**: Chan 57 Chan 59 N37°19.73′-W77°06.96′ N37°20.85′-W75°59.86′ **SCHOL** I-34-36, H-10-12 L-35-36, H-10-12 N37°10.99' W75°42.93′ WAIKS L-35, H-10-12 N37°03.03′ R-290 W77°04.13' L-36 H-10-12 **NORFOLK** 116.9 ORF :... Chan 116 N36°53.51′-W76°12.02′ L-35-36, H-10-12 FRANKLIN 110.6 FKN ::-Chan 43 N36°42.85′-W77°00.74′ **SWOPE** N36°31.11′ L-35-36, H-10-12 W76°18.94′ TAKE OFF MINIMUMS: L-35 RWYS 5, 14, 23, 32; STANDARD NOTE: Radar required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale. V

VE-3, 17 DEC 2009 to 14 JAN 2010



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . .

TAKE-OFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .

TAKE-OFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . TAKE-OFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure

route/fix. Thence . . . .

.... maintain 4000 feet. Expect clearance to requested altitude 10 minutes after departure.

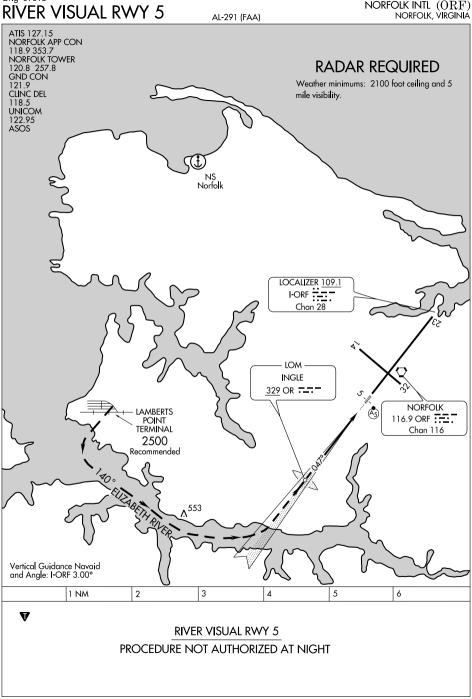
## TAKE-OFF OBSTACLES

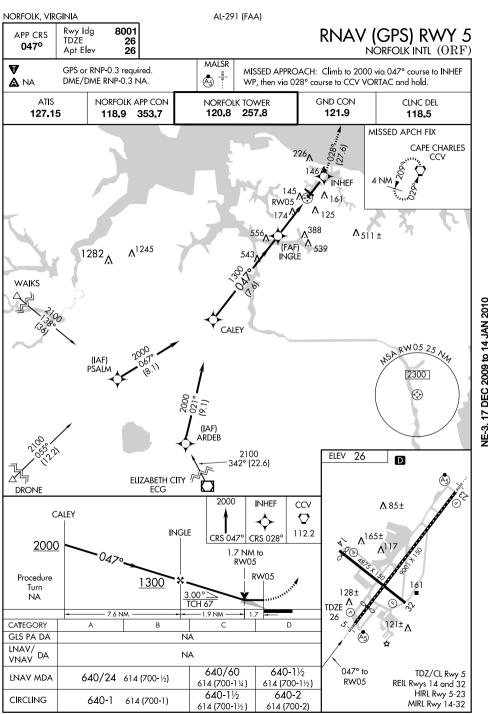
Rwy 5: Mobile Crane 4091' from DER, 1249' right of centerline, 150' AGL/163' MSL. Multiple Ship Masts beginning 2761' from DER, 22' right of centerline, up to 100' AGL/100' MSL. Multiple Ship Masts beginning 2564' from DER, 133' left of centerline, up to 100' AGL/ 100' MSL. Obstruction light on Pole 3978' from DER, 931' left of centerline, 138' AGL/146' MSL. Multiple Towers beginning 4045' from DER, 982' left of centerline, up to 138' AGL/146' MSL. Obstruction Light on Pole 2898' from DER, 811' right of centerline, 84' AGL/98' MSL. Antenna 4115' from DER, 1585' right of centerline, 117' AGL/ 131' MSL. Tower 2974' from DER, 772' right of centerline, 90' AGL/ 98' MSL. Obstruction light on Pole 2696' from DER, 1063' left of centerline, 84' AGL/91' MSL. Bush 29' from DER, 307' right of centerline, 6' AGL/20' MSL. Tree 1459' from DER, 159' left of centerline, 41' AGL/55' MSL. Tower 2938' from DER, 1254' left of centerline, 89' AGL/94' MSL. Tree 1399 from DER, 201' right of centerline, 38' AGL/52' MSL. Sign 82' from DER, 301' left of centerline, 2' AGL/19' MSL, Terrain 23' from DER, 227' left of centerline, 0' AGL/17' MSL.

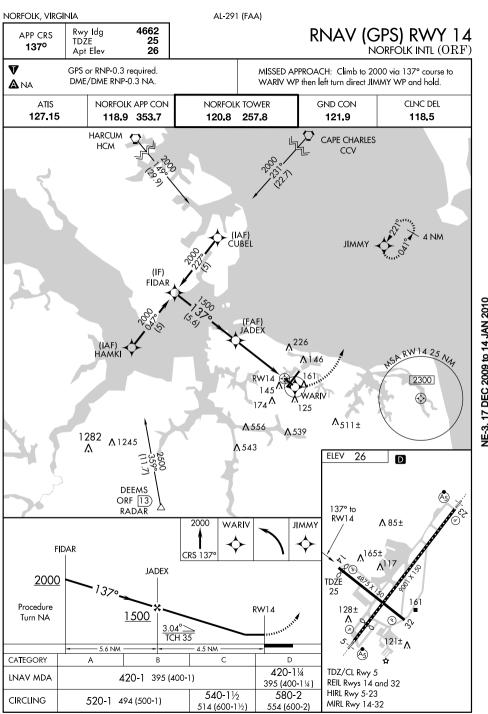
Rwy 14: Tree 2541' from DER, 432' right of centerline, 101' AGL/121' MSL. Multiple Trees beginning 443' from DER, 398' left of centerline, up to 75' AGL/95' MSL. Pole 1410' from DER, 254' right of centerline, 45' AGL/62' MSL.

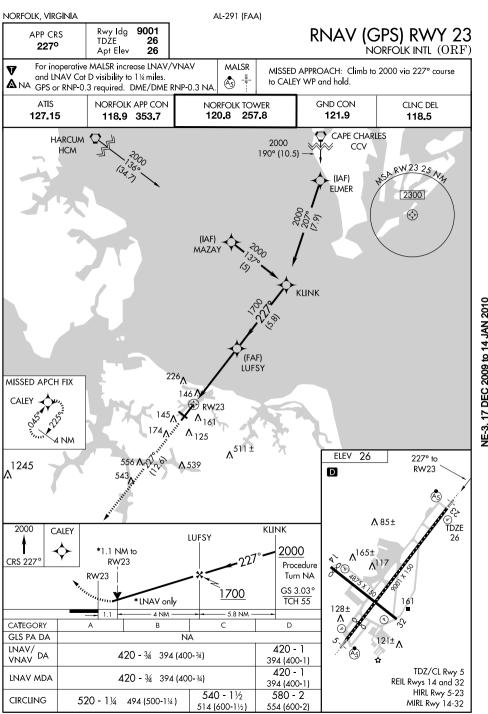
Rwy 23: Rod on Obstruction Light Pole 1012' from DER, 650' right of centerline, 56' AGL/73' MSL. Multiple Trees beginning 619' from DER 584' left of centerline, up to 81' AGL/98' MSL. Obstruction Light on Pole, 1433' from DER, 738' left of centerline, 54' AGL/71' MSL. Multiple Trees beginning 323' from DER, 504' right of centerline, up to 26' AGL/43' MSL. Pole 2165' from DER, 840' right of centerline, 57' AGL/74' MSL.

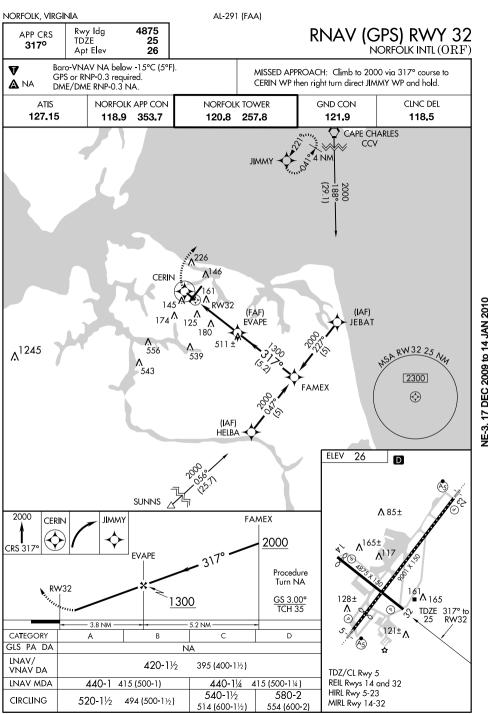
Rwy 32: Multiple Trees beginning 17' from DER, 460' right of centerline, up to 81' AGL/98' MSL. Multiple Trees and Poles beginning 60' from DER, 333' left of centerline, up to 87' AGL/92' MSL. Road 207' from DER, 231' right of centerline, 12' AGL/29' MSL. Multiple Obstruction Lights on Towers 201' from DER, 135' left of centerline, up to 12'AGL/27' MSL.











NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

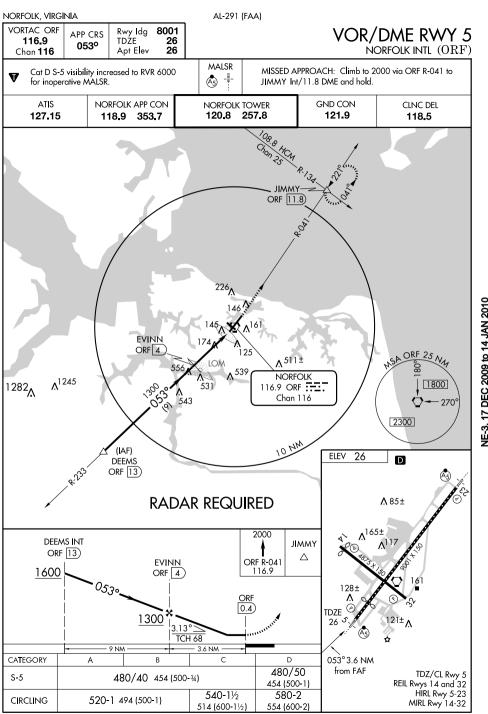
CHESAPEAKE . RGNI

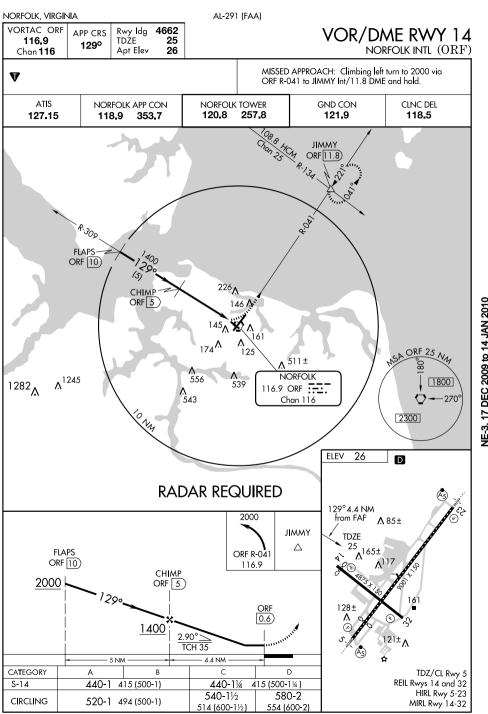
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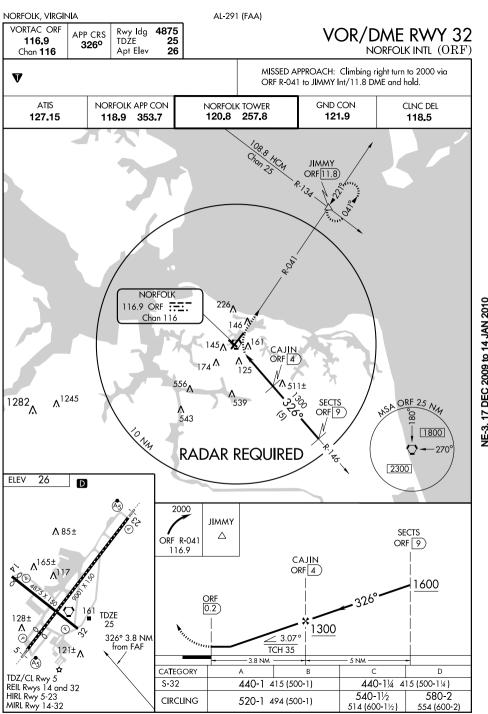
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

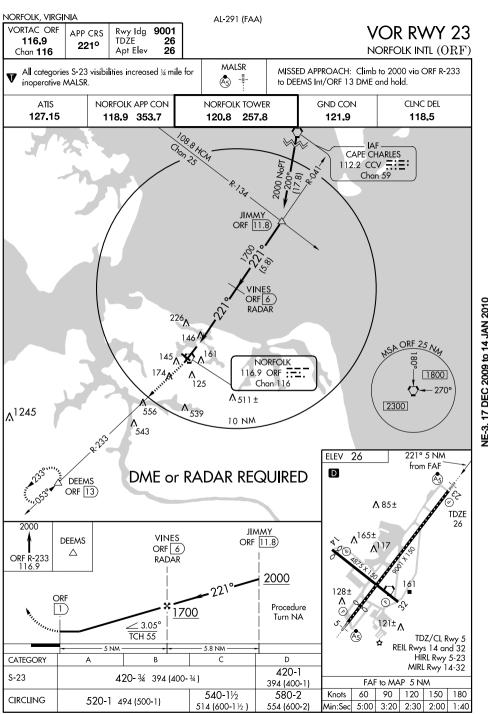
VE-3, 17 DEC 2009 to 14 JAN 2010

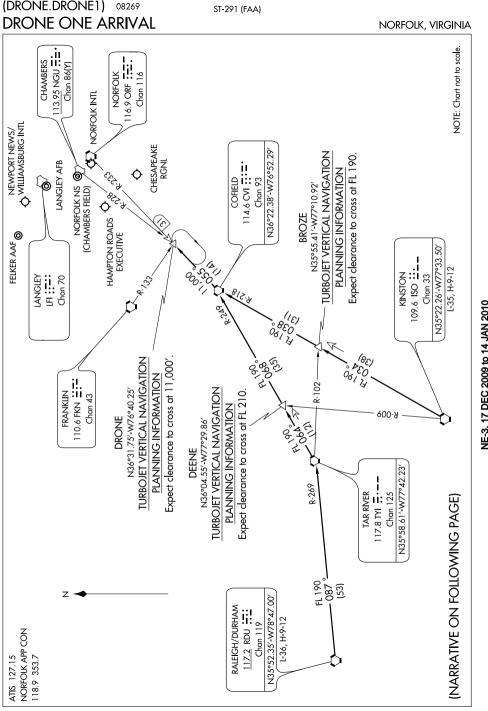
FIELD





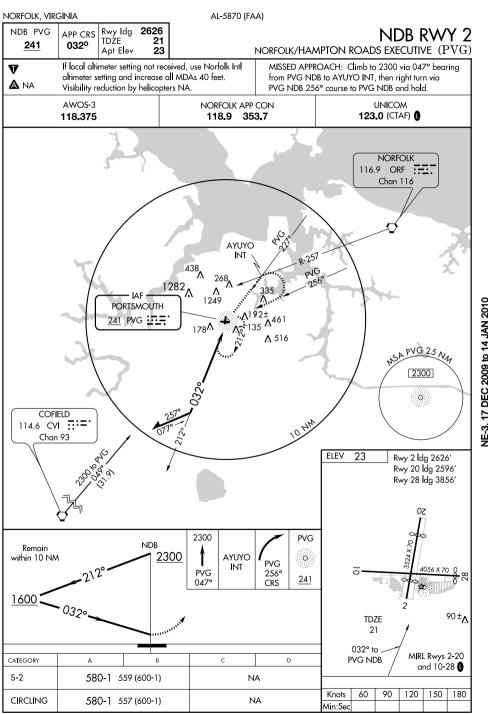


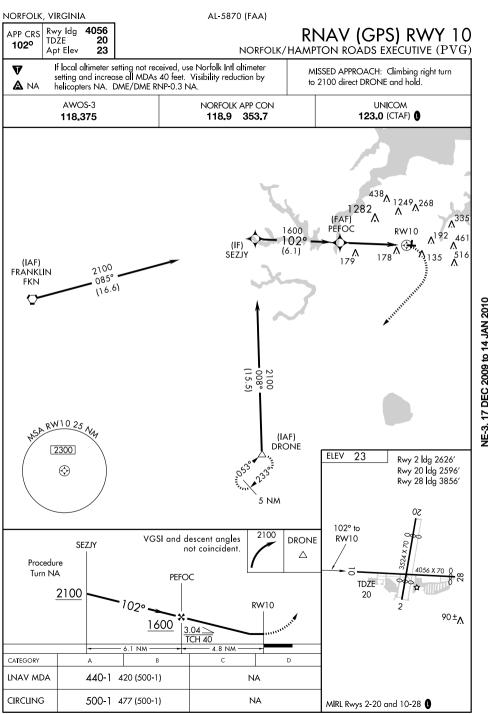


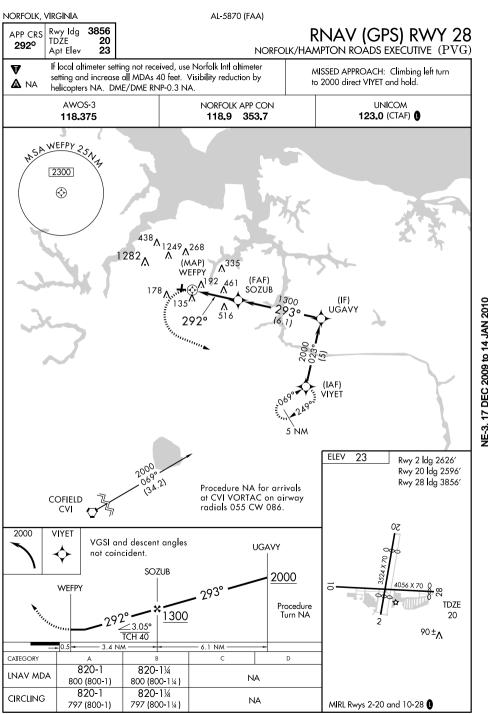


02052 ST-291 (FAA) DRONE ONE ARRIVAL (DRONE DRONE1) NORFOLK, VIRGINIA ARRIVAL DESCRIPTION KINSTON TRANSITION (ISO.DRONE1): From over ISO VORTAC via ISO R-034 and CVI R-218 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . RALEIGH/DURHAM (RDU.DRONE1: From over RDU VORTAC via RDU R-087 and TYI R-269 to TYI VORTAC, then via TYI R-064 and CVI R-249 to CVI VORTAC, then via CVI R-055 to DRONE INT. Thence. . . . ....From over DRONE INT expect radar vectors to final approach course.

NE-3, 17 DEC 2009 to 14 JAN 2010







NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

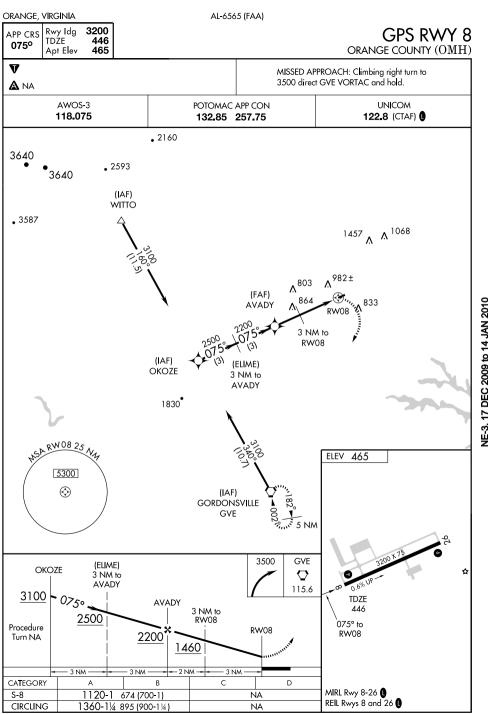
CHESAPEAKE . RGNI

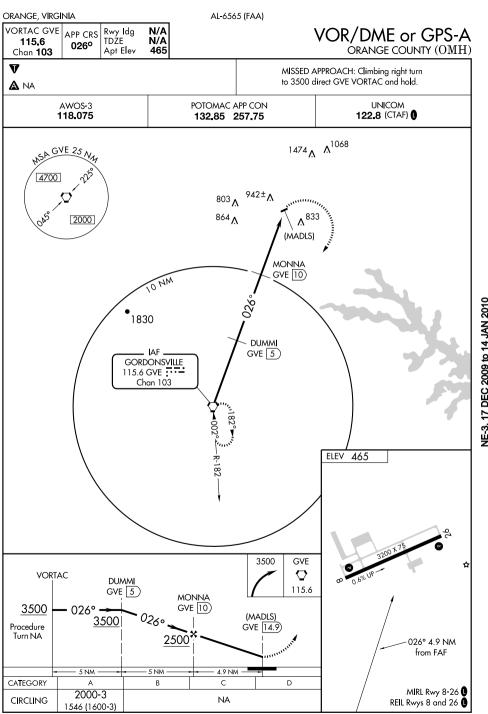
NOTE: Chart not to scale.

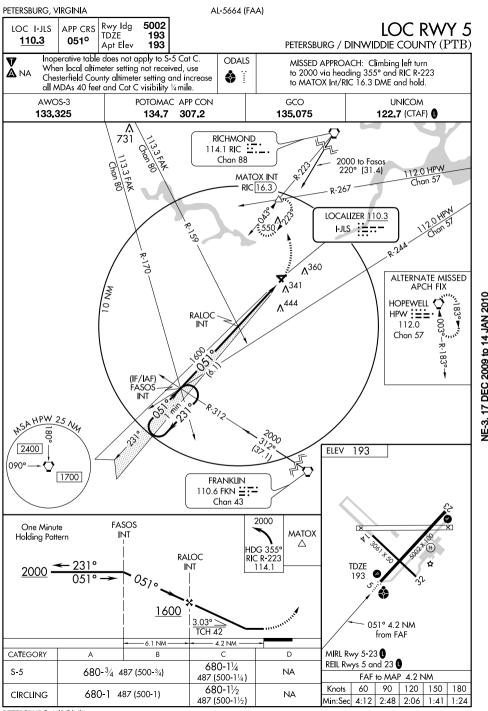
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

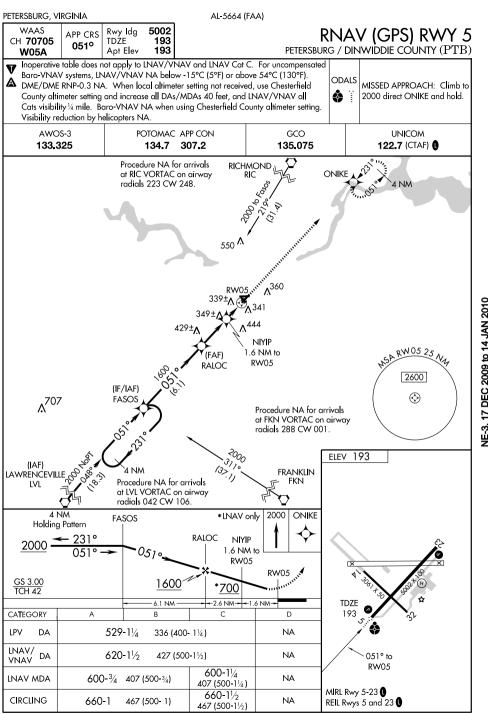
VE-3, 17 DEC 2009 to 14 JAN 2010

FIELD

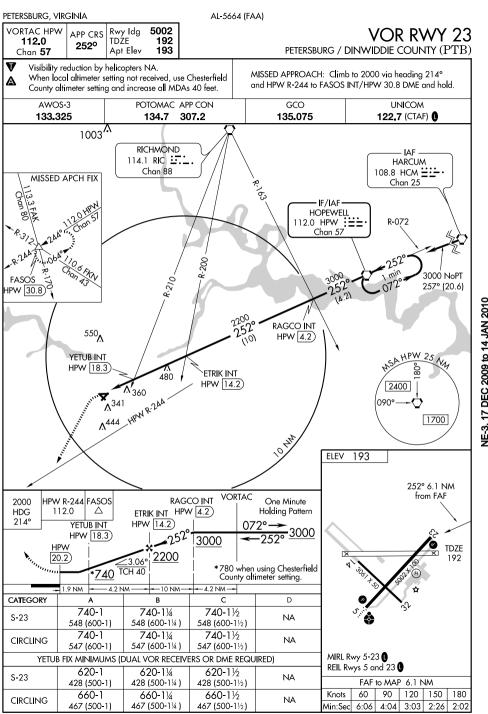


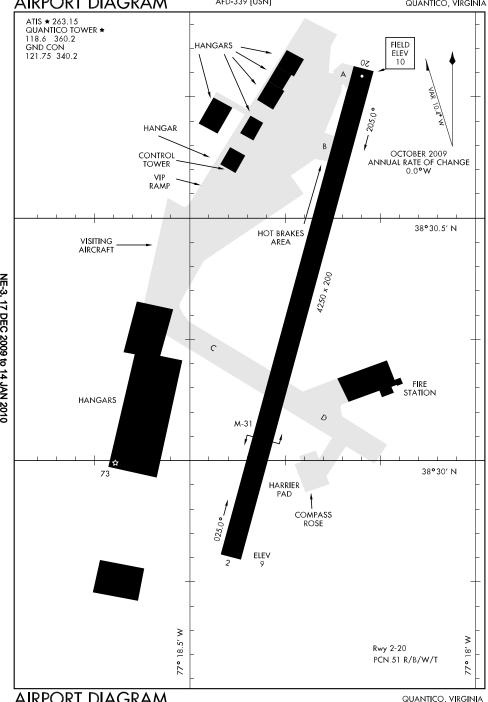


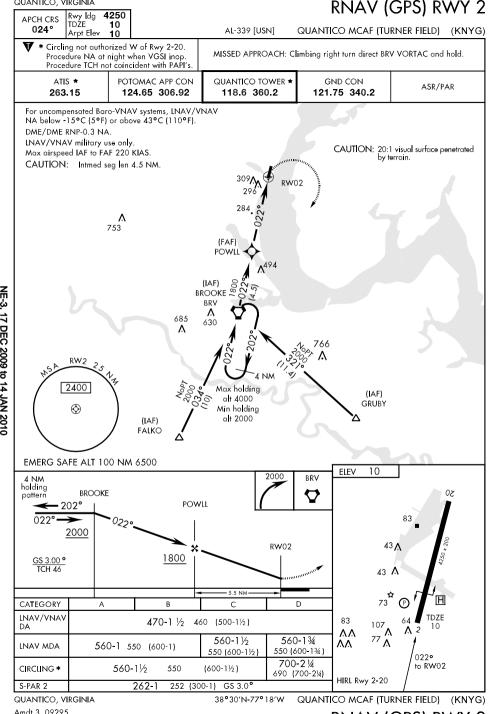


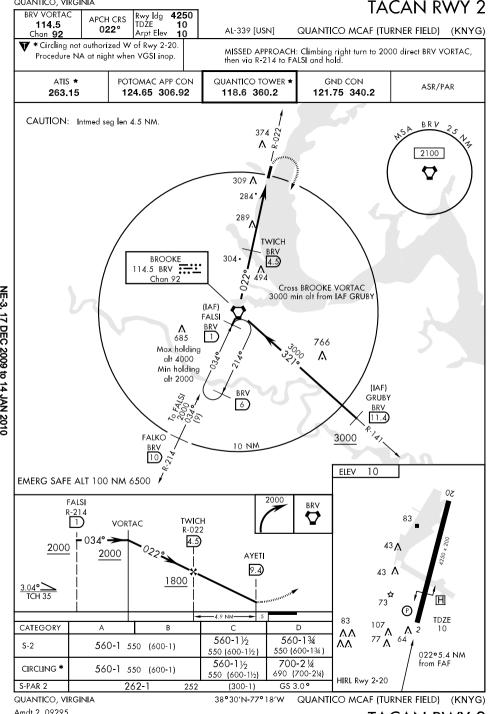


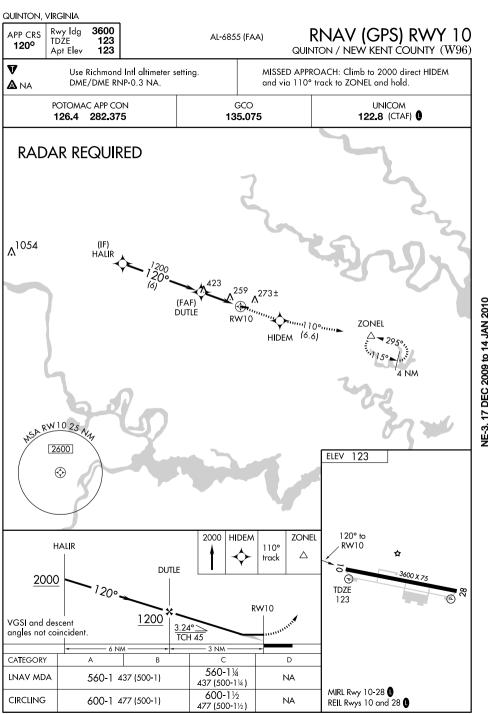
PETERSBURG, VIRGINIA AL-5664 (FAA) Rwy Ida 5002 WAAS RNAV (GPS) RWY 23 APP CRS CH 86706 TDŹE 191 231° PETERSBURG / DINWIDDIE COUNTY (PTR) Apt Elev 193 W23A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use MISSED APPROACH: Climb to A Chesterfield County altimeter setting and increase all DAs/MDAs 40 feet. LPV and LNAV/ 2000 direct FASOS and hold. VNAV all Cats visibility ¼ mile and LNAV Cat C ¼ mile. Visibility reduction by helicopters NA AWOS-3 POTOMAC APP CON GCO UNICOM 133,325 122.7 (CTAF) 0 134.7 307.2 135.075 (IAF) Procedure NA for arrivals RICHMOND at RIC VORTAC on airway RIC radials 146 CW 248. ^<sup>731</sup> (IAF) HOPEWELL **HPW** 2000 NoPT (IF/IAF) · 276° ONIKE (10.9)Procedure NA for arrivals (FAF) at HPW VORTAC on airway radials 215 CW 323. HITAN A 550 VE-3, 17 DEC 2009 to 14, IAN 2010 . RW23 ۸<sub>341</sub> NSA RW 23 25 Ny ۸<sub>444</sub> Procedure NA for arrivals at LVL VORTAC on airway 2600 radials 042 CW 106. **(** ELEV 193 LAWRENCEVILLE 231° to RW23 2000 4 NM **FASOS** ONIKE Holding Pattern **TDZE** HITAN 2000 191 RW23 1800 GS 3.00 TCH 40 4.9 NM 6.1 NM CATEGORY C LPV DA 499-1 308 (400-1) NA LNAV/ 644-11/2 NA DA 453 (500-11/2) VNAV LNAV MDA 560-1 NA 369 (400-1) MIRL Rwy 5-23 🗓 660-11/2 CIRCLING 660-1 NA 467 (500-1) REIL Rwys 5 and 23 467 (500-11/2)



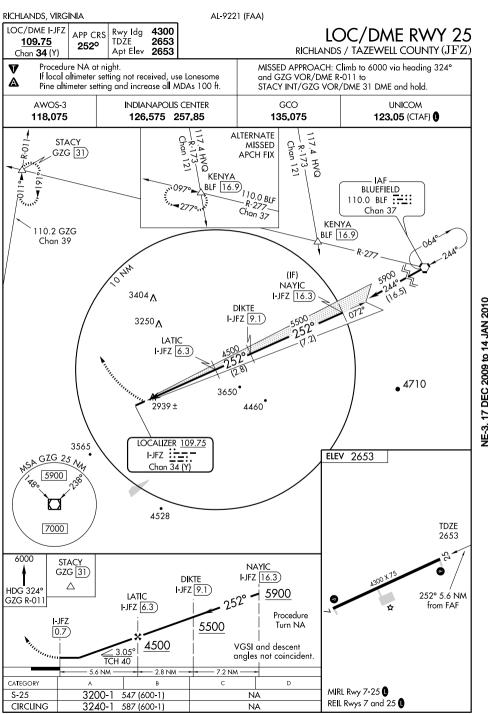




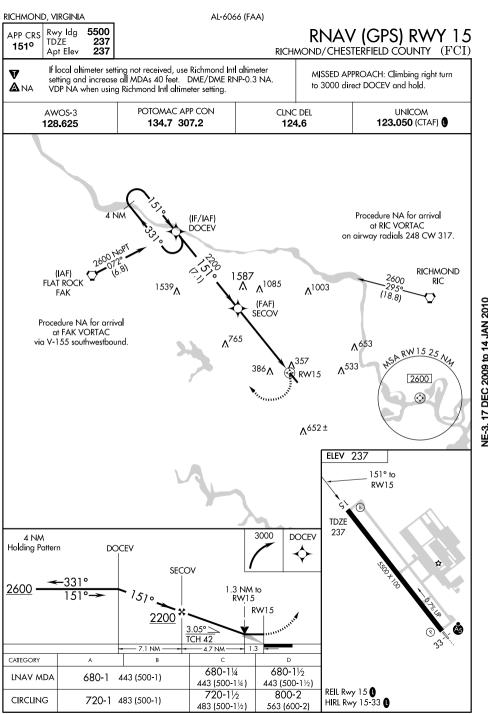


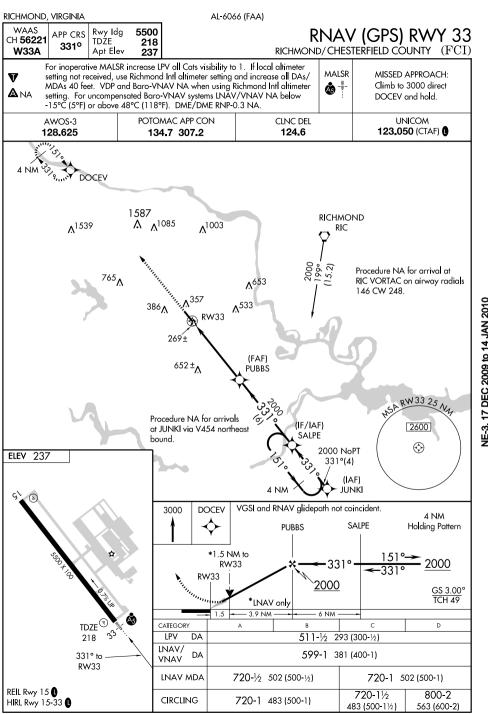


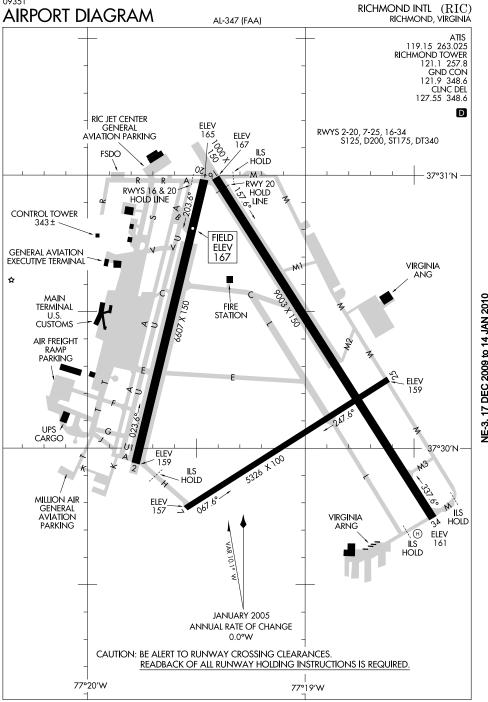
QUINTON, VIRGINIA 3600 Rwy Idg RNAV (GPS) RWY 28 APP CRS AL-6855 (FAA) TDŹE 123 290° QUINTON / NEW KENT COUNTY (W96) Apt Elev 123 V MISSED APPROACH: Climbing left turn Use Richmond Intl altimeter setting. to 2000 direct ZONEL and hold. DME/DME RNP-0.3 NA. **A** NA GCO POTOMAC APP CON UNICOM 135.075 122.8 (CTAF) 0 126.4 282.375 KINKE / ۸<sup>423</sup> ^<sup>259</sup> (FAF) 273± WARAT 1200 (IF/IAF) 2950 ZÖNEL (IAF) HARCUM 2000 NoPT (6) NE-3, 17 DEC 2009 to 14, IAN 2010 **HCM** 287° Λ<sup>632±</sup> (10.8)4 NM **HOPEWELL** HPW SARW 28 25 Ny 2600 123 **ELEV**  $\bigcirc$ 2000 ZONEL 4 NM ZONEL Holding Pattern ☆ Δ WARAT TDZE 3600 X 75 (D) 123 295° RW28 290° 1200 290° to VGSI and descent ≤3.24° RW28 angles not coincident. TCH 45 3 NM 6 NM D CATEGORY Α 540-11/4 LNAV MDA 540-1 417 (500-1) NA 417 (500-11/4) MIRL Rwy 10-28 1 600-11/2 REIL Rwys 10 and 28 CIRCLING 600-1 477 (500-1) NA 477 (500-11/2)

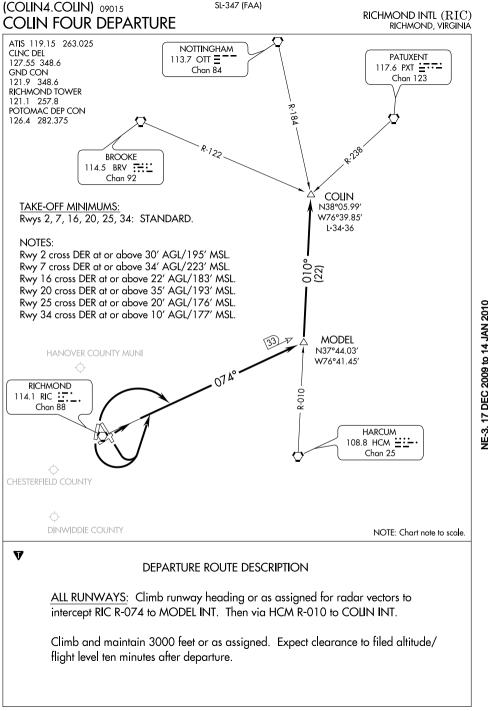


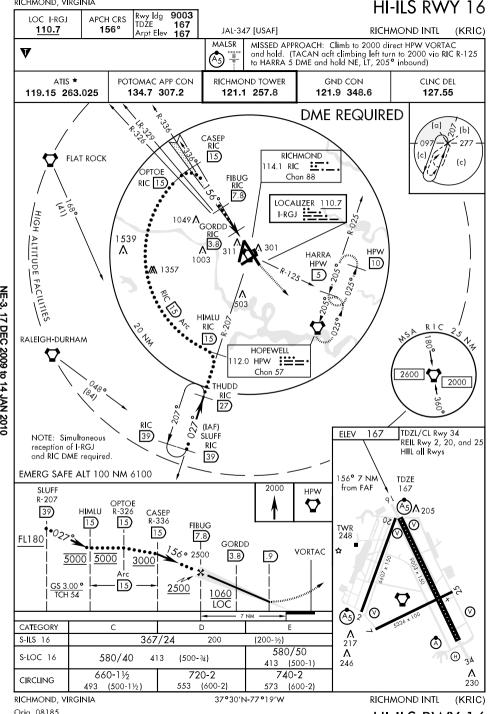
RICHMOND, VIRGINIA AL-6066 (FAA) LOC/DME I-CFU Rwy Idg 5500 ILS or LOC RWY 33 APP CRS 108.3 TDZE 218 331° RICHMOND/CHESTERFIELD COUNTY (FCI) 237 Chan **20** Apt Elev MALSR For inoperative MALSR, increase S-LOC 33 visibility Cat D MISSED APPROACH: Climb to 800, then climbing 77 to 1. If local altimeter setting not received, use Richmond left turn to 2000 via heading 148° and RIC R-223 ۵) Intl altimeter setting and increase all DAs/MDAs 40 feet. to MATOX INT/RIC 16.3 DME and hold. VDP NA when using Richmond Intl altimeter setting. POTOMAC APP CON CLNC DEL UNICOM AWOS-3 134.7 307.2 124.6 123.050 (CTAF) 1 128.625 1587 ۸<sup>1539</sup> A 1085 ۸<sup>1003</sup> RICHMOND 114.1 RIC :-Chan 88 <sup>765</sup>∧ ∧<sup>653</sup> **HOPEWELL** 386 ∧<sup>533</sup> 112.0 HPW :::: Chan 57 269± (IAF) PUBBS INT LOCALIZER 108.3 I-CFU 6.5 652± I-CFU RADAR NE-3, 17 DEC 2009 to 14, IAN 2010 Chan 20 R-276 R-267 MATOX RIC 16.3 SA RIC 25 My 2600 2000 15% ELEV 237 (IAF) JUNKI INT I-CFU 16.5) RADAR 2000 MATOX 800 PUBBS INT One Minute RIC [16.3] I-CFU (6.5) Holding Pattern RADAR Δ HDG 148° RIC R-223 2000 I-CFU 114.1 1.9) I-CFU 2000 GS 3.00° 2000 **TDZE** VGSI and ILS glidepath not coincident. 218 -0.8 NM-4.6 NM 331° 5.4 NM CATEGORY D from FAF REIL Rwy 15 0 S-ILS 33 418-1/2 200 (200-1/2) HIRL Rwy 15-33 ( 520-34 S-LOC 33 520-1/2 302 (300-1/2) FAF to MAP 5.4 NM 302 (300-34) 60 90 120 150 180 720-11/2 Knots 800-2 CIRCLING 720-1 483 (500-1) 483 (500-11/2) Min:Sec 5:24 3:36 2:42 2:10 1:48 563 (600-2)

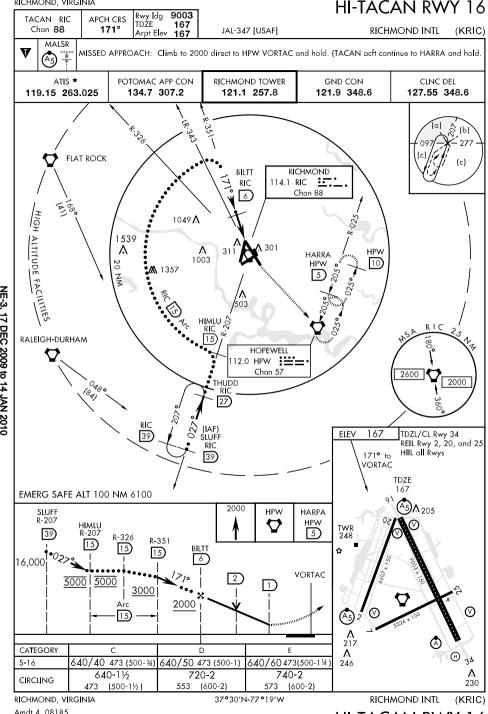


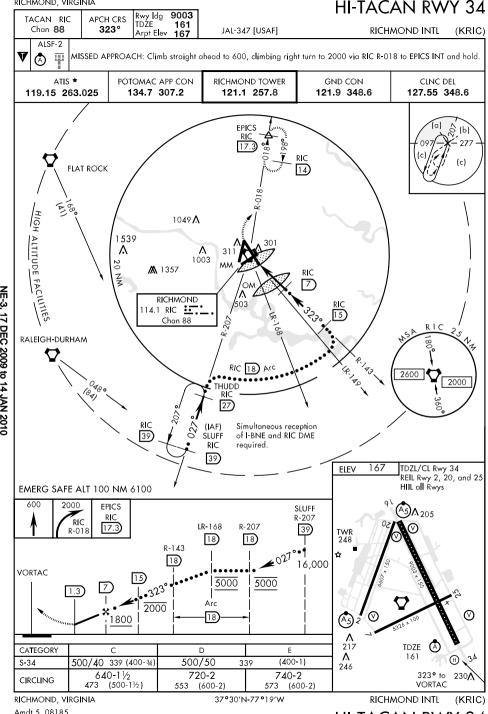


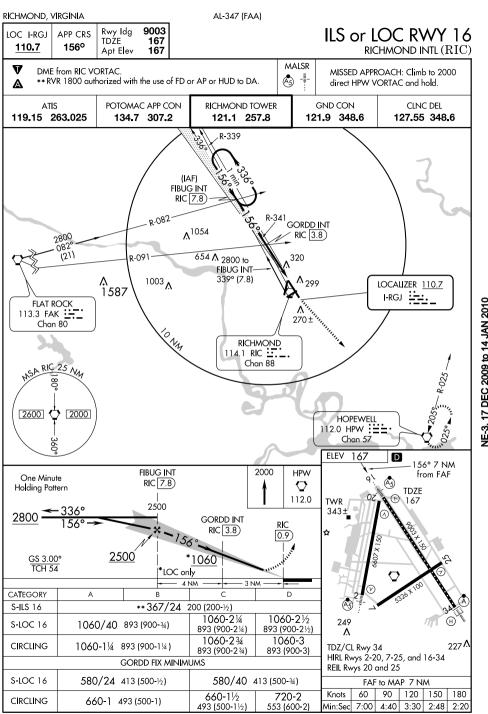


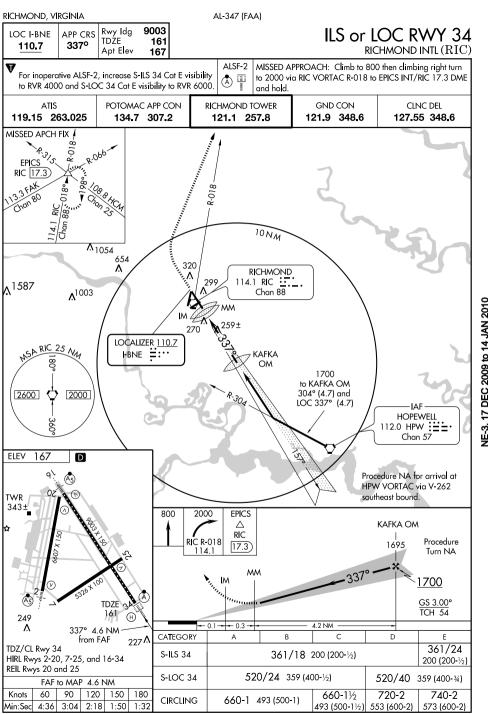


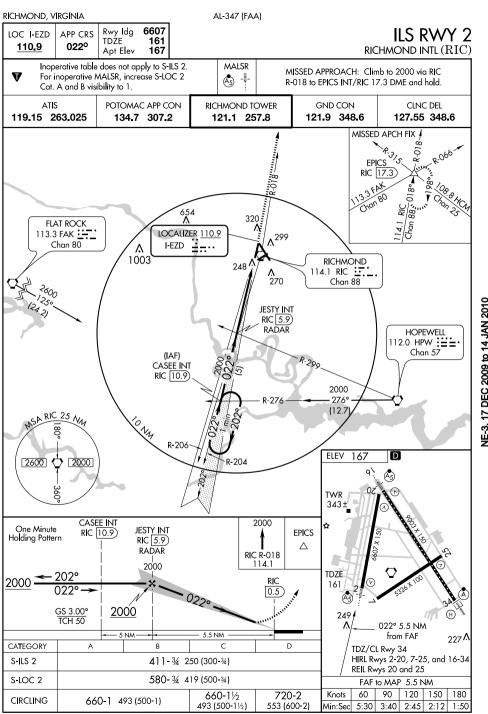


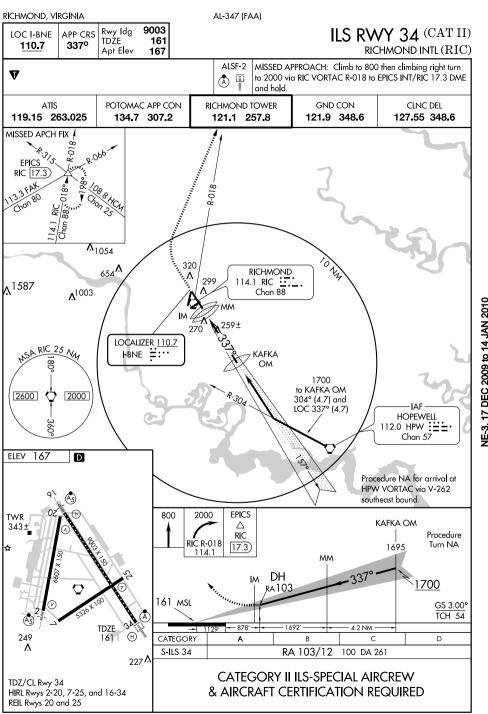


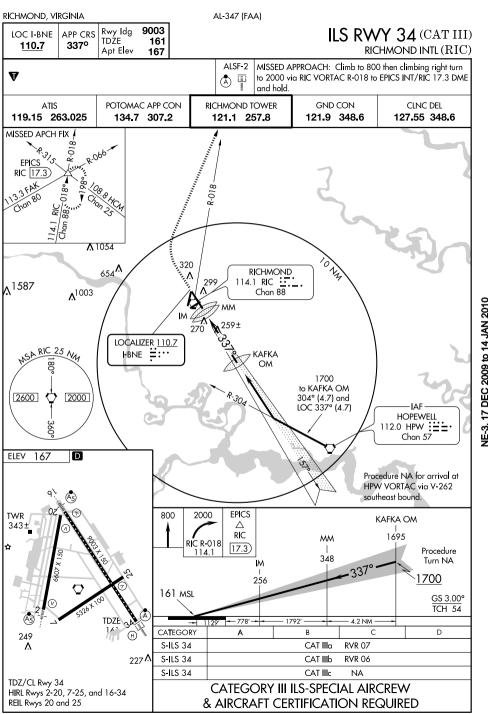


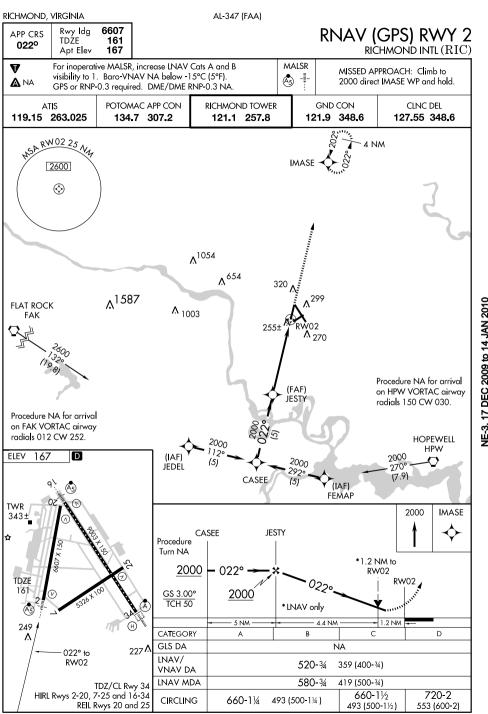


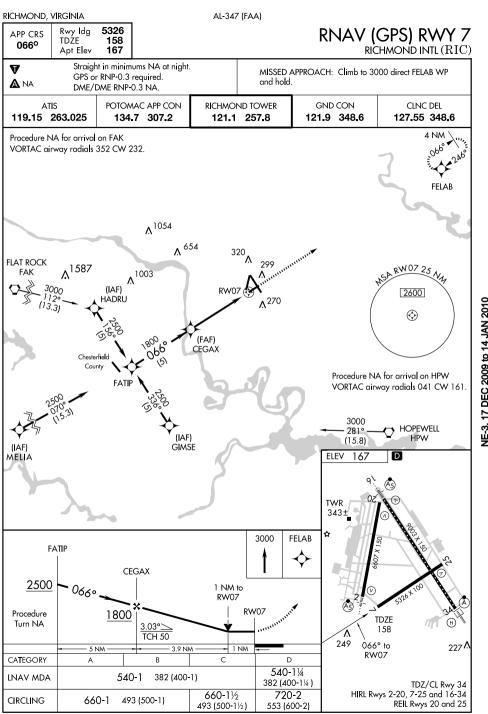


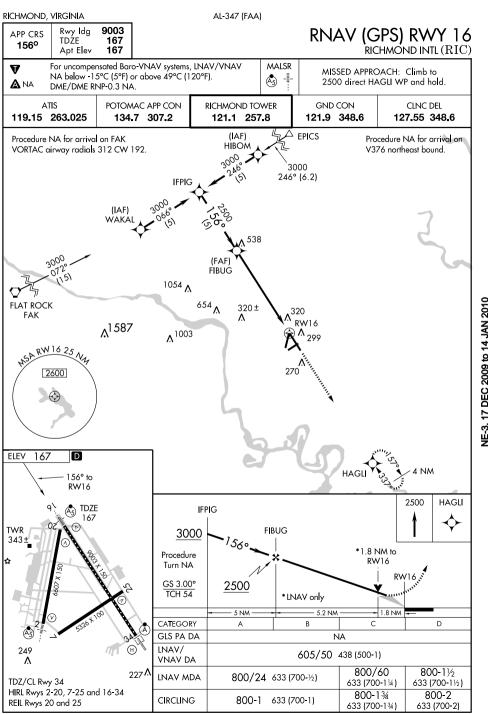


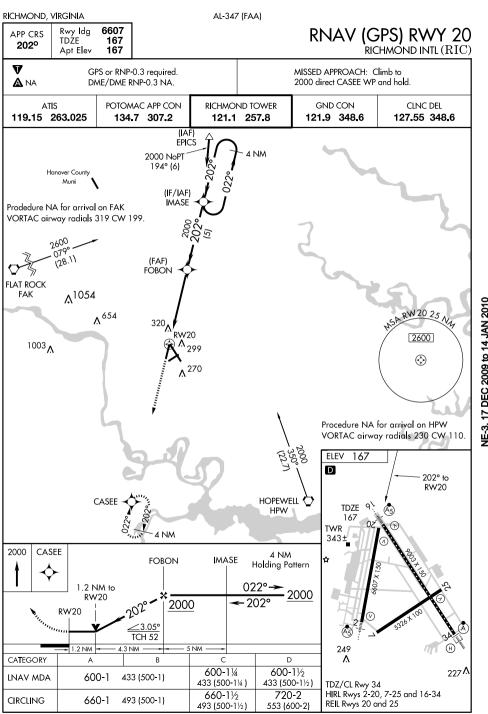


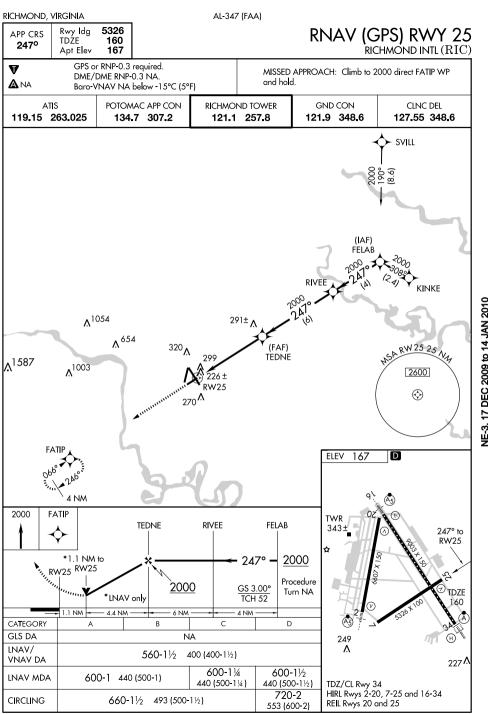




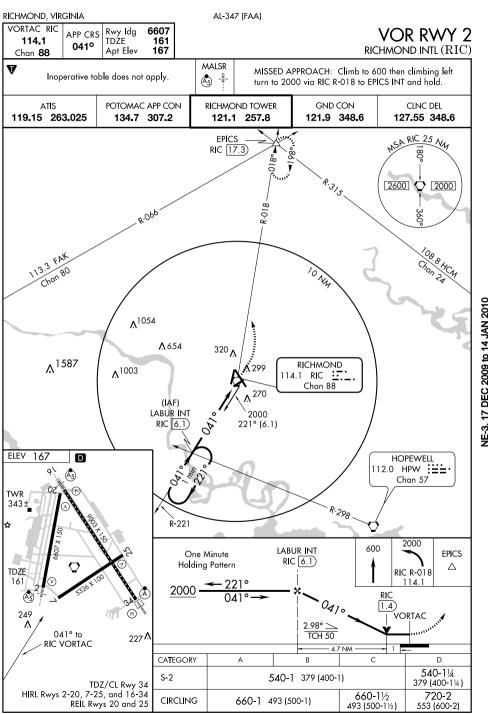


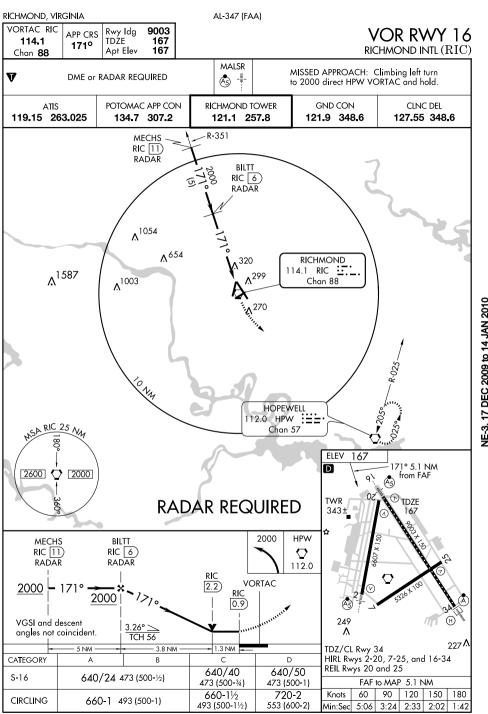


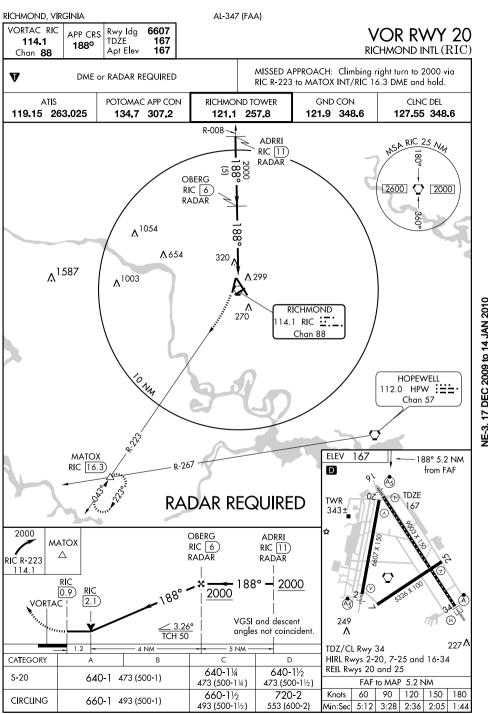


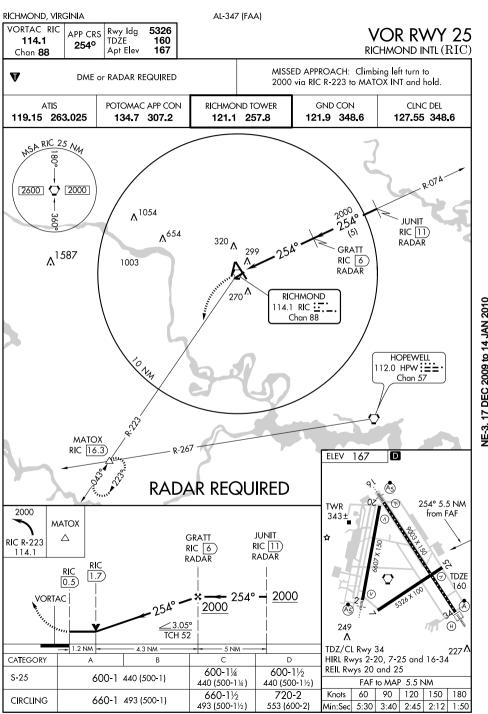


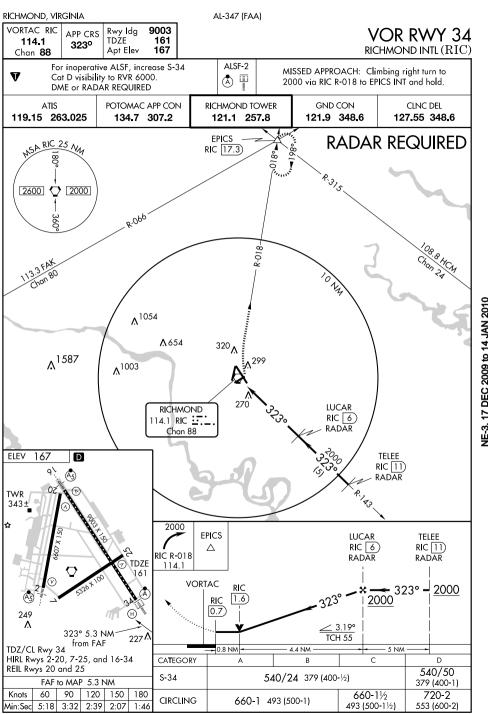
NE-3, 17 DEC 2009 to 14 JAN 2010











RICHMOND INTL (RIC) RICHMOND, VIRGINIA YEAST ONE DEPARTURE NOTE: Chart not to scale. N37°30.14′-W77°19.22′) 114.1 RIC ::-... Chan 88 OME REQUIRED RICHMOND DINWIDDIE COUNTY N38°00.81′-W78°09.18′ GORDONSVILLE Chan 103 (NARRATIVE ON FOLLOWING PAGE) 113.3 FAK :--W77°58.14′ N37°21.71′ CARML FLAT ROCK Chan 80 20 N37°16.93' W78°19.73′ YEAST \*\*\*\*\*\*\*\* NE-3, 17 DEC 2009 to 14 JAN 2010 -264° (33) 90008\* 83 N37°08.04′ W78°58.98' R-093 \*2600 2730 (44) H-10-12 DRAIK £50.4 N36°02.74′-W79°58.58′ 116.2 GSO === -Chan 109 GREENSBORO 18,000 \* 4000 - 264° -N37°54.03'-W79°06.41', MONTEBELLO
115.3 MOL FE N37°15.28′-W79°14.19′ L-26, H-10-12 L-26-36, H-10-12 LYNCHBURG QEO.4 611 H-10-12 △ W79°33.35′ N37°00.04′ N35°02.02′-W81°55.62′) SANNY 115.7 SPA:==-Chan 104 **SPARTANBURG** ATIS 119.15 263.025 121.1 257.8 POTOMAC DEP CON 134.7 307.2 RICHMOND TOWER 127.55 348.6 121.9 348.6 GND CON CLNC DEL Z A0.7

## V

## DEPARTURE ROUTE DESCRIPTION

to YEAST intersection, then via assigned transition. Climb and maintain 3000 or assigned altitude. Expect clearance to requested altitude/flight level ten minutes after departure. MONTEBELLO TRANSITION (YEAST 1. MOL): From over YEAST INT via MOL

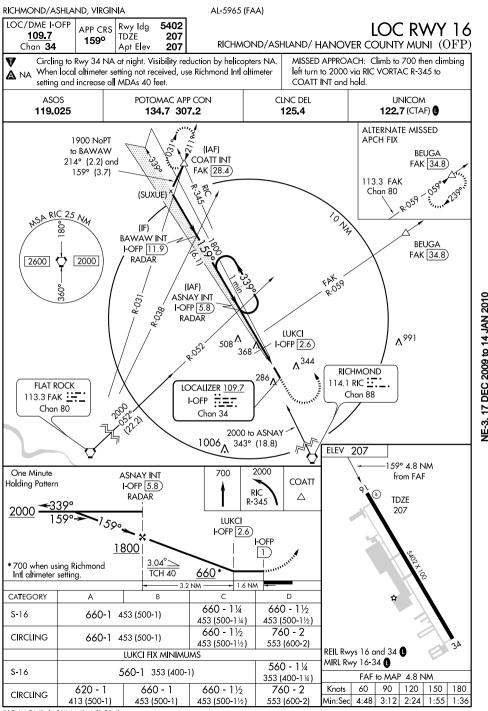
Fly runway heading or as assigned for radar vectors to intercept the RIC R-264

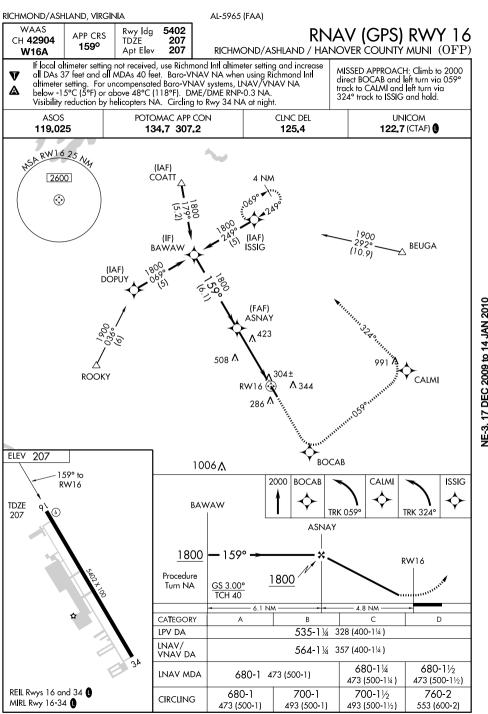
VOR/DME R-140 to MOL VOR/DME. LYNCHBURG TRANSITION (YEAST1.LYH): From over YEAST INT via LYH VORTAC

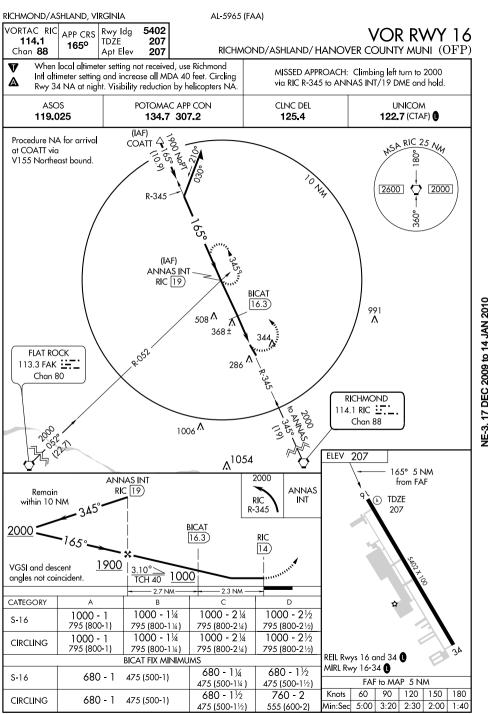
R-093 to LYH VORTAC. DRAIK TRANSITION (YEAST1.DRAIK): From over YEAST INT via RIC VORTAC

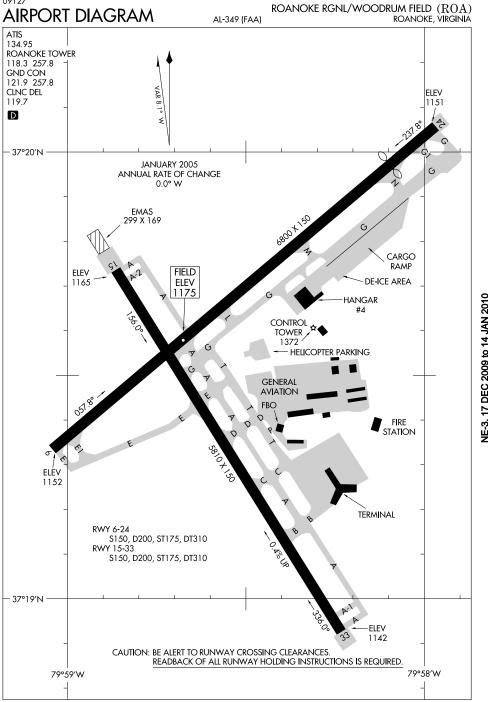
R-264 to DRAIK INT.

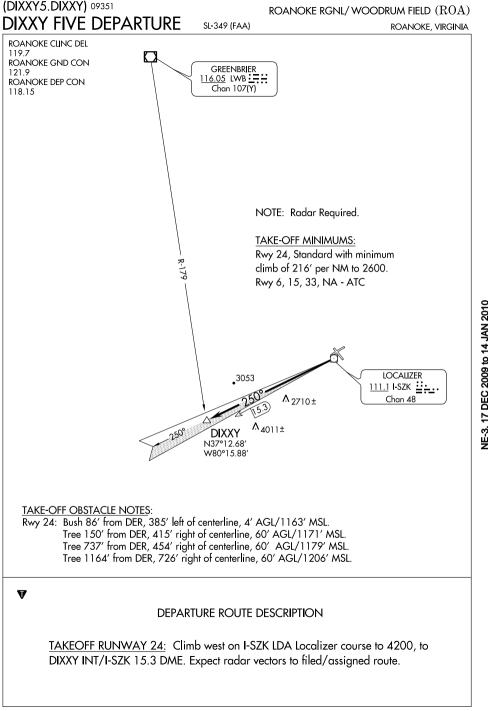
SANNY TRANSITION (YEAST1.SANNY): From over YEAST INT via RIC VORTAC R-264 to SANNY INT.











(HOKEE1.HOKEE) 07242 ROANOKE RGNL/WOODRUM FIELD (ROA) HOKEE ONE DEPARTURE SL-349 (FAA) ROANOKE, VIRGINIA ROANOKE CLINC DEL 119.7

ROANOKE GND CON 121.9 ROANOKE DEP CON

TAKE-OFF OBSTACLES:

5000

**HOKEE** 

N37°02.18′ W79°44.76′

118.15

Rwy 15: Tree 1.2 NM from DER, 2,122' left of centerline, 60' AGL/1321' MSL. Rwy 24: Bush 86' from DER, 385' left of centerline, 4' AGL/1163 MSL.

Tree 150' from DER, 415' right of centerline, 60' AGL/1171' MSL. Tree 737' from DER, 454' right of centerline, 60' AGL/1179' MSL.

VE-3, 17 DEC 2009 to 14 JAN 2010

Rwy 24, STANDARD Rwy 6, 33, NA - Obstacles

TAKE-OFF MINIMUMS:

Rwy 15, STANDARD with minimum

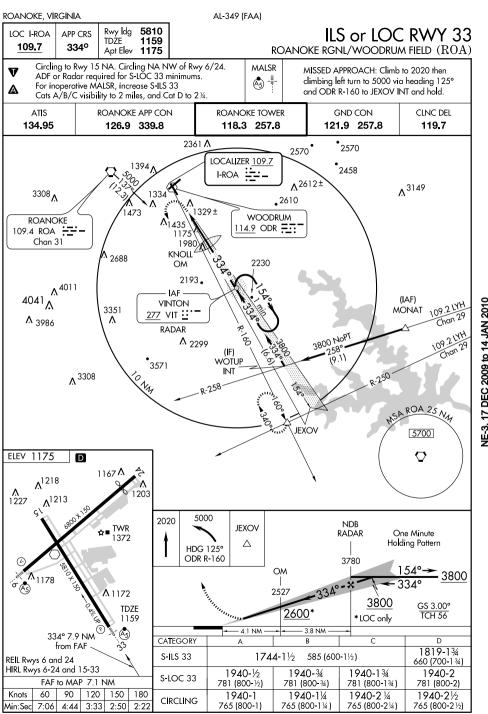
climb of 260' per NM to 2300'

Tree 1164' from DER, 726' right of centerline, 60' AGL/1206' MSL. WOODRUM LYNCHBURG 114.9 ODR ==: 109.2 LYH :----Chan 29 1980

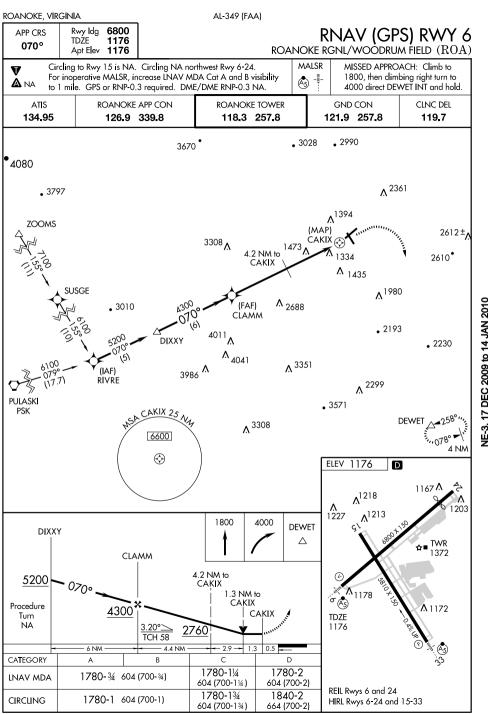


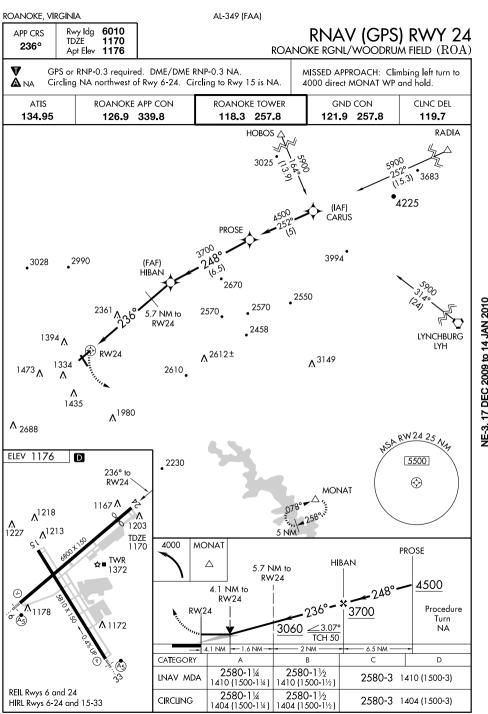
## DEPARTURE ROUTE DESCRIPTION

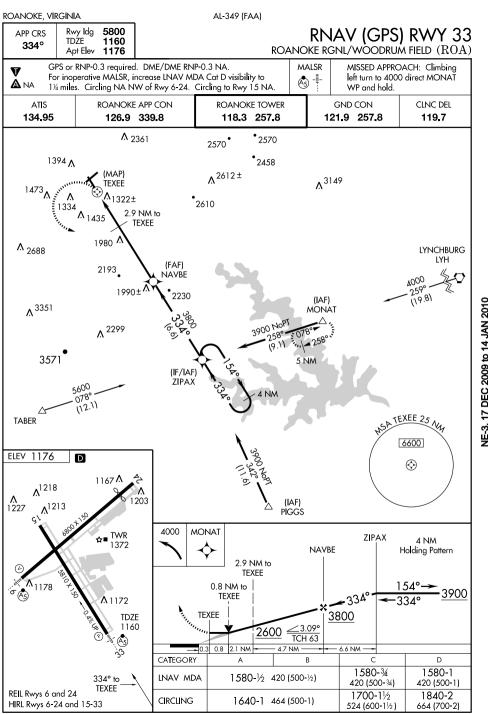
RUNWAY 15: Climbing right turn to 5000 via ODR R-153 to HOKEE Int. RUNWAY 24: Climbing left turn within 2 NM to 5000 to intercept ODR R-153 to HOKEE Int. Expect radar vectors to filed/assigned route.

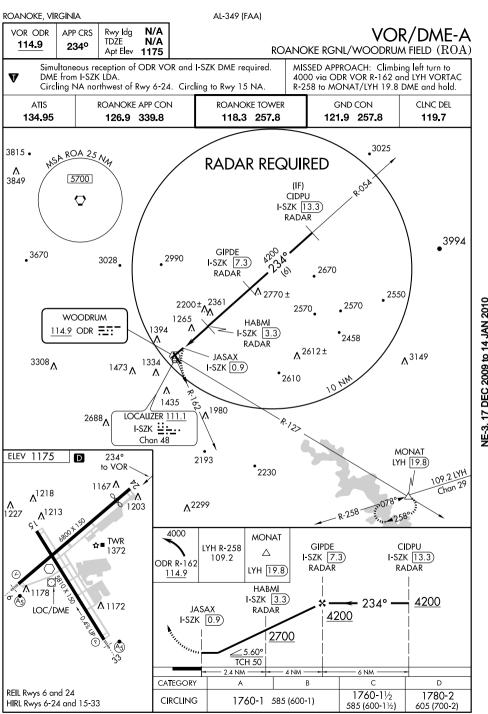


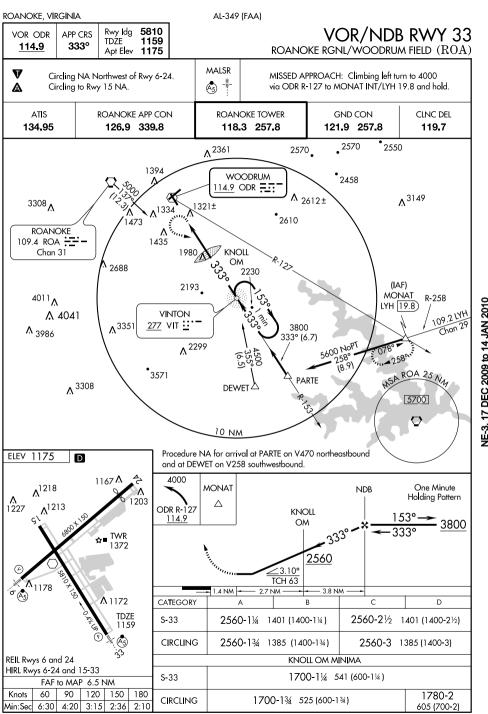
NE-3, 17 DEC 2009 to 14 JAN 2010

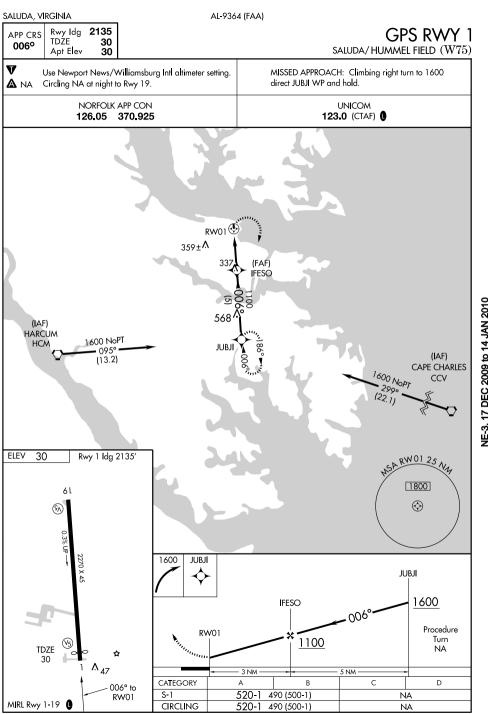


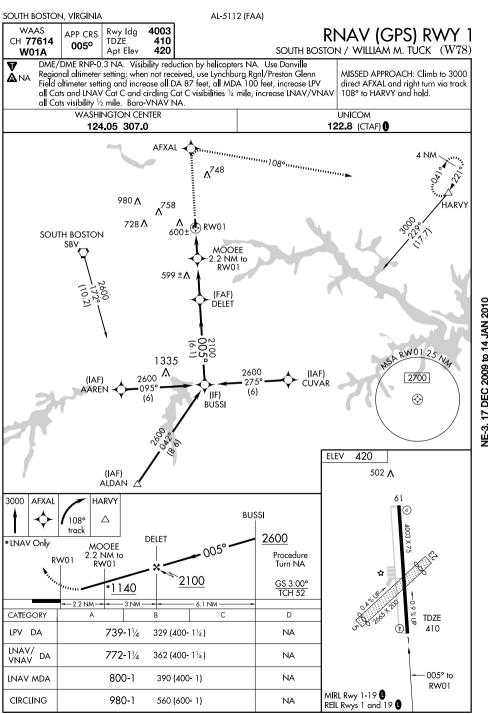


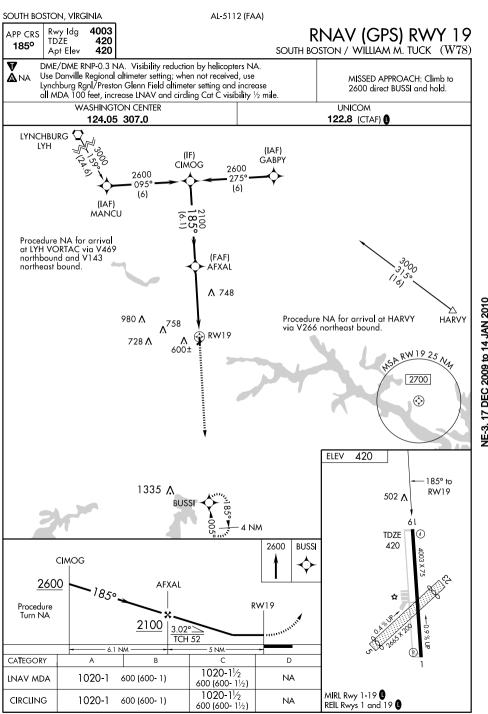


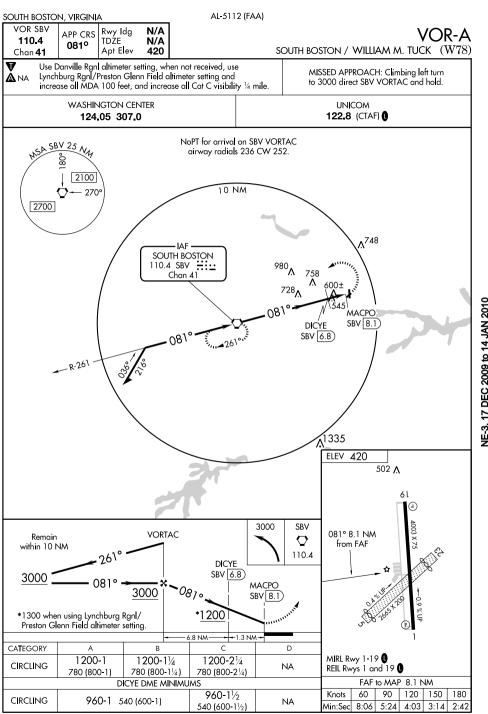


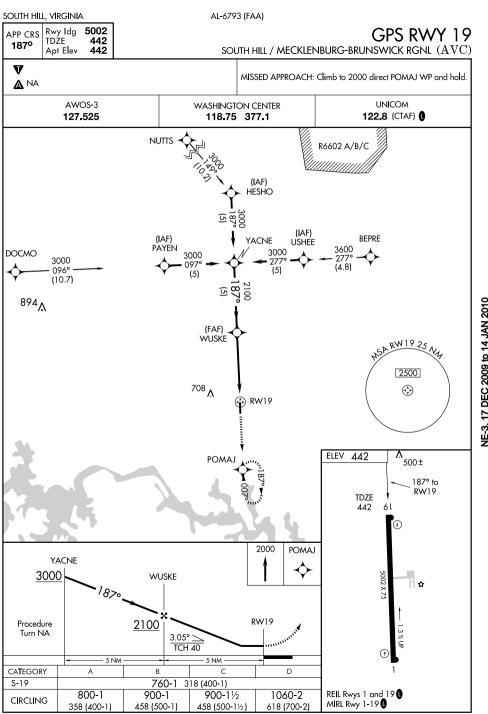


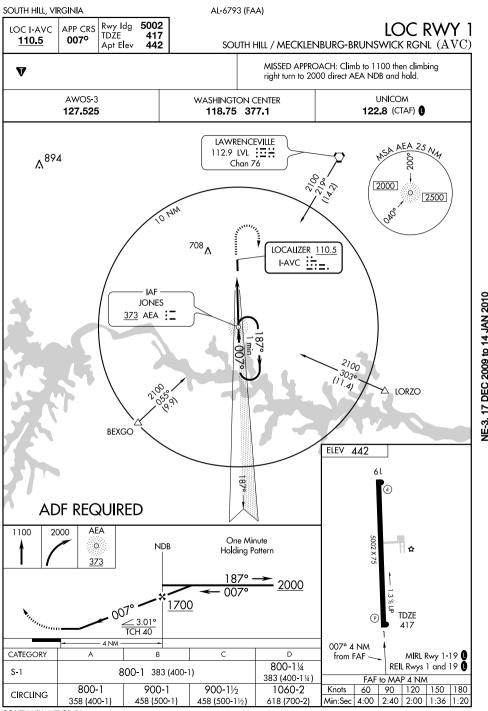




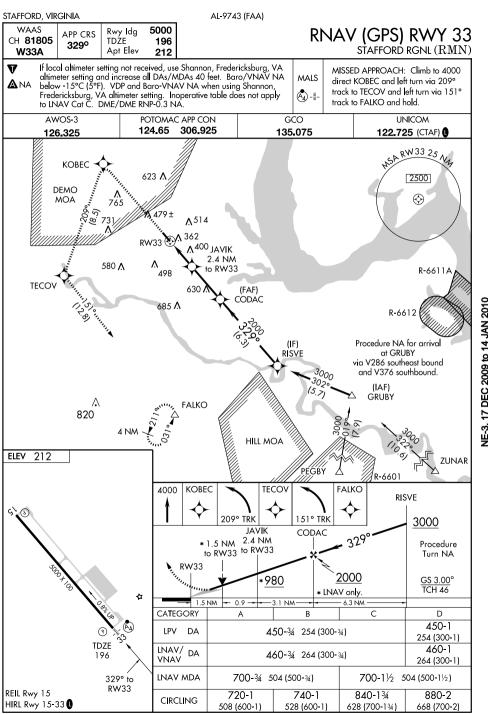


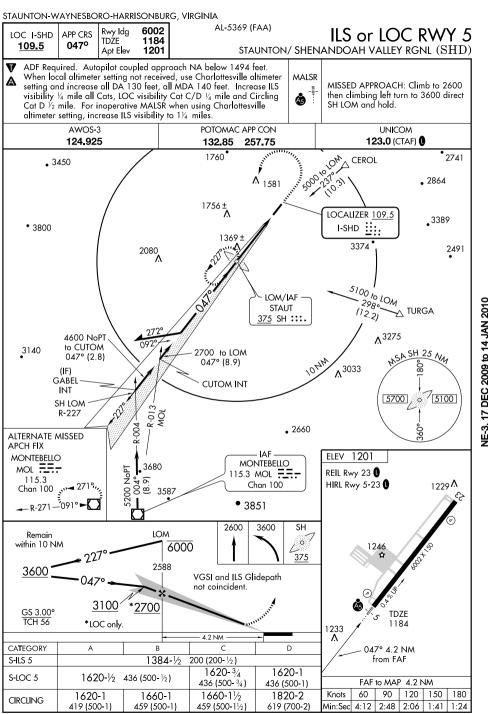


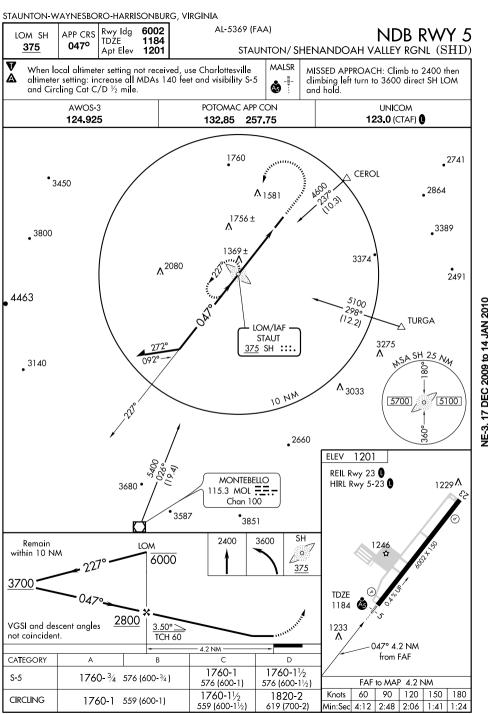




STAFFORD, VIRGINIA AL-9743 (FAA) IOC/DMF I-RMN 5000 Rwy Ida ILS or LOC RWY 33 APP CRS 108.75 TDŹE 196 3290 STAFFORD RGNL (RMN) Apt Elev 212 Chan 24 (Y) If local altimeter setting not received, use Shannon, Fredericksburg, VA MISSED APPROACH: Climb to 600 MALS altimeter setting and increase all DH/MDAs 40 feet. then climbing left turn to 2000 direct  $\mathbf{A}$ NA Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. (Å) -I-BRV VORTAC and hold. DME or ADF required. AWOS-3 POTOMAC APP CON GCO UNICOM 135.075 126.325 124.65 306.925 122.725 (CTAF) 0 DEMO MOA LOCALIZER 108.75 623 10/4 I-RMN ::-: 765 A Chan  $2\overline{4}(Y)$ 1800 ۸<sup>514</sup> 479+ IAF BROOKE 731 114.5 BRV .... 362 CODAC INT Chan 92 \$329± I-RMN 6.5 498 <sup>580</sup>Λ ۸ JAVIK INT 4 NM R-6611A I-RMN 3.4) HIGAP INT 685 BRV [10) NE-3, 17 DEC 2009 to 14 JAN 2010 R-122. ALTERNATE MISSED WALOX INT APCH FIX I-RMN 10.4 820 SHANNON (AFUWY Λ EZF **:::::**:: SHANNON 237 EZF **∀**0° HILL MOA 212 **ELEV** VORTAC 600 2000 BRV Procedure Turn NA  $\Diamond$ ??°**.** HIGAP INT 114.5 BRV [10] WALOX INT I-RMN 10.4) CODAC INT IAVIK INT I-RMN (6.5) 3000 I-RMN (3.4) I-RMN 2000 -329° 329° GS 3.00° 1 3000 TDZE 🌣 TCH 46 \*LOC †980 when using Shannon, 196 Only Fredericksburg, VA \* 940 2000 altimeter setting. 3.9 NM 329° 5.5 NM - 2.4 NM - 3.1 NM from FAF CATEGORY Α B D REIL Rwys 15 S-ILS 33 396-34 200 (200-34) HIRL Rwy 15-33 580-11/4 S-LOC 33 580-3/ 384 (400-3/) FAF to MAP 5.5 NM 384 (400-11/4) Knots 60 90 120 150 180 720-1 740-1 840-134 860-2 CIRCLING 528 (600-1) 628 (700-1%) Min:Sec 5:30 3:40 2:45 2:12 1:50 508 (600-1) 648 (700-2)

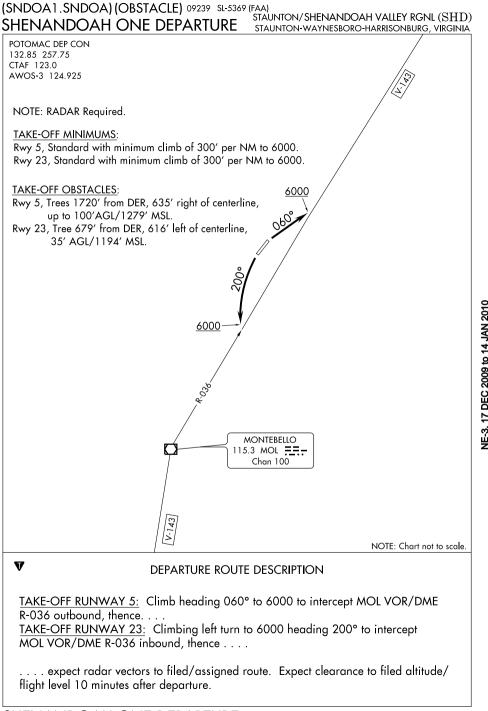


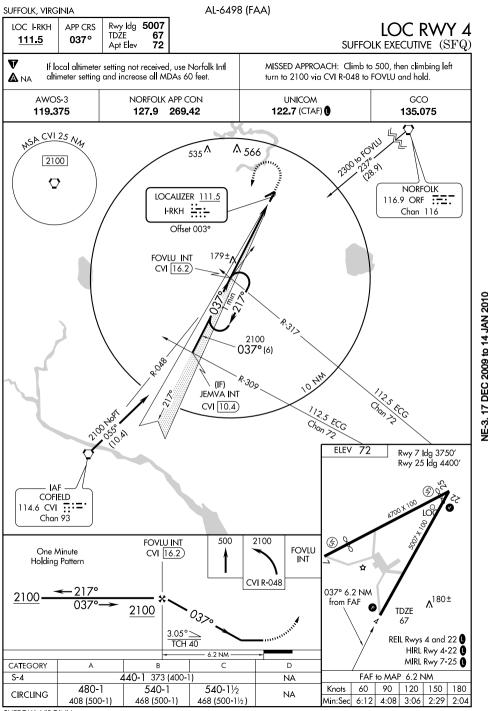


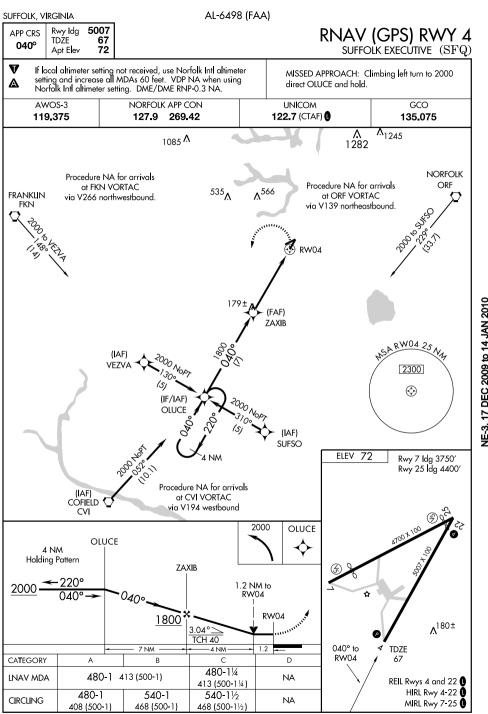


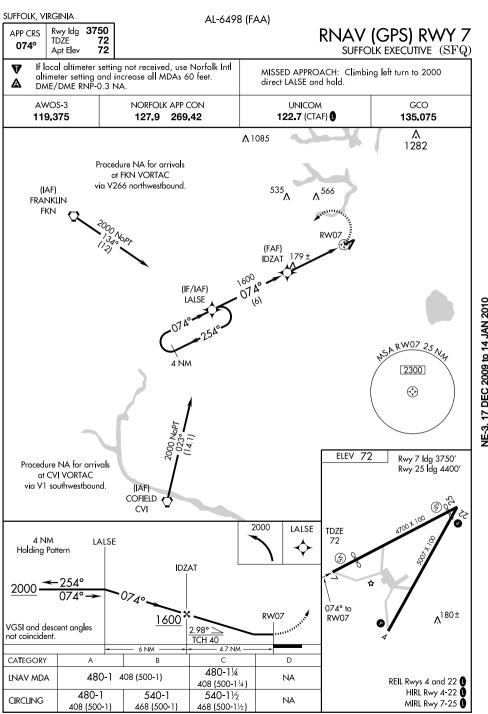
STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA											
WAAS	APP CRS Rwy I			AL-53	69 (F <i>A</i>	AA)	R	NAV (GPS) RV	VY 5		
CH <b>81913</b>  '   <b>W05A</b>	047° TDZE Apt E	1184 lev 1201			STAU	NTON/		andoah valley rgnl			
For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).  DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ½ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ½ mile and Circling Cat D ½ mile.											
AWOS-3			POTOMAC APP CON				UNICOM 123.0 (CTAF) <b>(</b>				
124.925			132,85 257,75				Λ 3384				
4	°43	م 351 م	599	JATIR	''' <sup>'</sup> 30 <sub>4</sub> c	······································	. <mark>↑</mark> HAP	022 3640 ED	• 3640		
	•	3450	:	. 17	760 158 <b>∧</b>	1 surrey	CI	2741 • 358 EROL • 2864	37		
•3895	• 380			1756± AR	W05		9	• 3389 • 3374	95		
2080 A 1287± • 2491  4463 (FAF) CIBRO  3275 RW 05 25 May											
	•3140	(IF/IAF) GABEL		Procedure at MOL V		or arrriv	33 <b>^</b>	5700 ⊗	47 DEC 2000 to 14 IAN 2040		
	5 NM .	ONO	<b>†</b>	airway ro			058.		ME.3.1		
(IAF) 5200 BOOME 5701		(IAF) ONTEBELLO MOL	3680	5200 NoPT - 008° (8.9) 87	· 3851			ELEV 1201			
5 NM Holding Patt	tern GABEL	5200	НАРЕГ	track 304°	IATIR	track 199°	GABEL	1:	229 A E>		
5200	227°	0470	CIBRO	*1.	.2 NM RW05		V Only	1246			
GS 3.00° TCH 56 VGSI and RN		<u>2800</u> <	>*-	\	R'	W05		TDZE			
not coinciden  CATEGORY	т. 	11 NM —		— 3.7 NM —	1.2	- D		1184			
LPV DA 1384-1/2 200 (200-1/2)							1233 /				
LNAV/ DA		156	3-3/4 3	79 (400- 3/4)		1./0		RW05			
LNAV MDA	,	436 (500-1/2		1620-3/ 436 (500-3	3/4)	1620 436 (50	00-1)	/ DEU D 00 <b>0</b>			
CIRCLING	1620-1 419 (500-1)	1660 459 (50		1660-1½ 459 (500-1	- 1	1820 619 (70		REIL Rwy 23 <b>()</b> HIRL Rwy 5-23 <b>()</b>			

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA											
WAAS APP CRS Rwy Idg 600		AL-5369 (FA	A) RNA	VIGE	S) RWY 23						
[CH /8113] 0070   IDZE 120		STAUNT									
W23A 2270 Apt Elev 1201 STAUNTON/ SHENANDOAH VALLEY RGNL (SHD)  ▼ Baro-VNAV NA when using Charlottesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (10°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.											
AWOS-3 <b>124.925</b>	POTOMAC APP CON 132.85 257.75			UNICOM 123.0 (CTAF) <b>(</b>							
• 3860			Procedure NA	or arrival	(IAF)						
4120 • TTUMS A 37	5600		at LURAY on V northeast bound	143	LURAY &						
Procedure NA for arrival at TTUMS on V377 northbound.	115° (12.8)			5 NM 🗸							
4400 4400	,		IAF) SGOF	Sold of							
• 4397			3384		(IF/IAF) ADIOS						
2599 A NSA RW 23 25 Aug. 5700			SICOPY 3022 (FAF) FILIAT 22	3900 27° (2.9)	OLAJO (IAF)						
MISSED APCH	1760 FIX 158 ABEL A 1756	1260 ± RW23	MITER on V3	2 A for arrival 88 southeast buthwest bou	at bound						
227° to RW23	مربر. م	gggggggggg	• 3	374	nd. (11.4) 558 389						
1229 Å ✓ TDZE 1201	5300 GABE	EL -	ELO	ADIO:	5 NM						
1246 1269±	*LNAV only.	DORDE 3 NM to RW23	FLLAT	. 227° -	047°→						
© (35)	Tanana m.	2200* NM 5.2 NM	3900 	-3.2 NM	GS 3.00° TCH 45						
- NS	CATEGORY	А	В	c	D						
1233 \Lambda	LPV DA		1451-1 25	50 (300-1)							
	LNAV/ VNAV DA		1530-1¼ 3	29 (400-1¼)							
	LNAV MDA		1520-1 3	)-1 319 (400-1)							
REIL Rwy 23 <b>0</b> HIRL Rwy 5-23 <b>0</b>	CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1 <sup>1</sup> ,							









NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

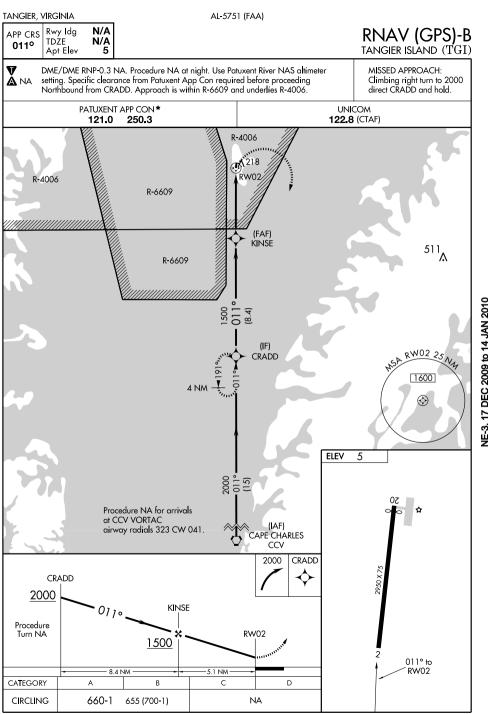
CHESAPEAKE . RGNI

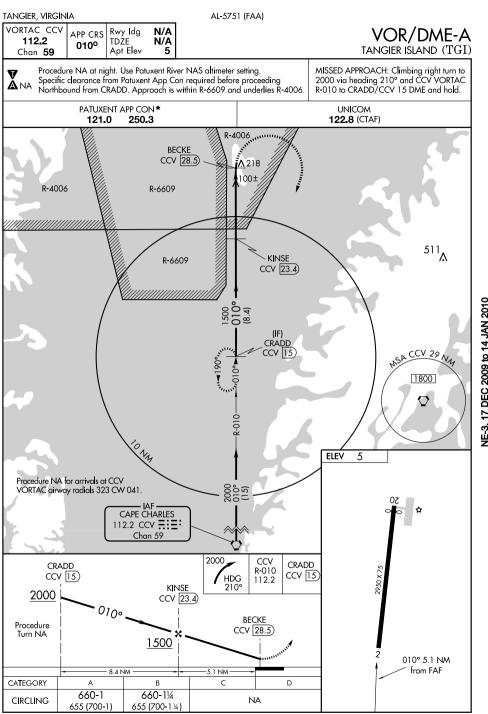
NOTE: Chart not to scale.

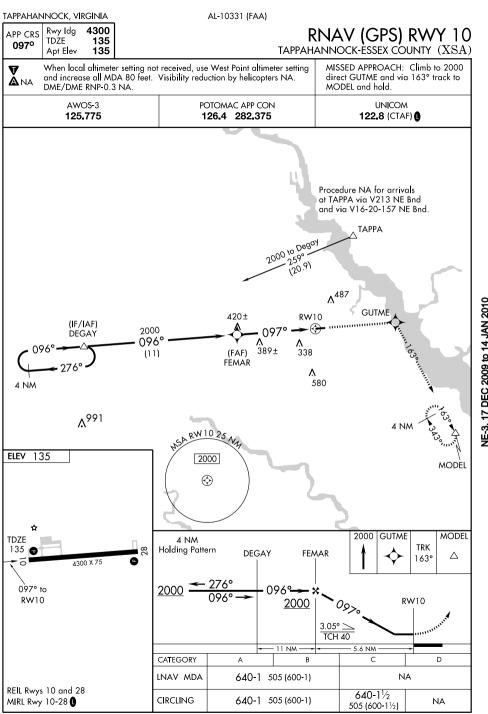
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VE-3, 17 DEC 2009 to 14 JAN 2010

FIELD

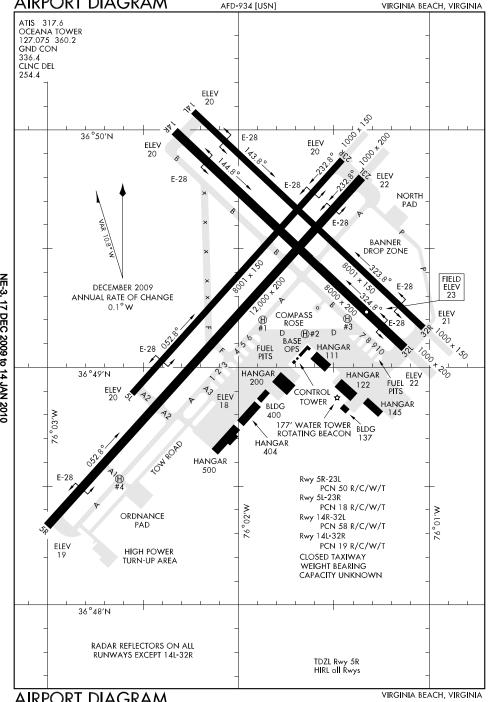


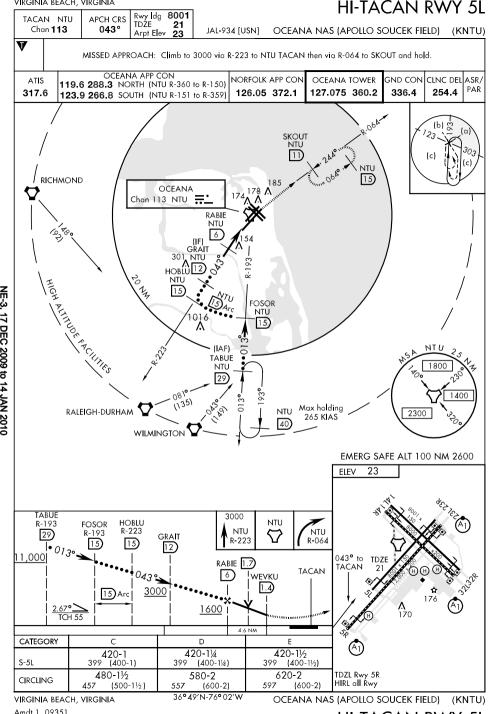


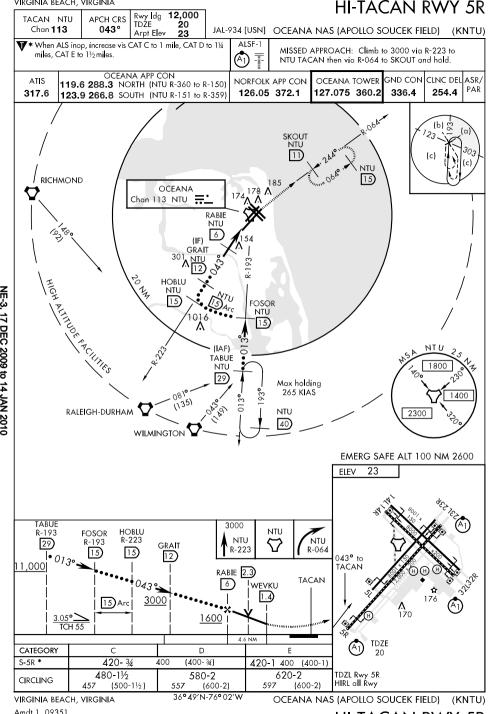


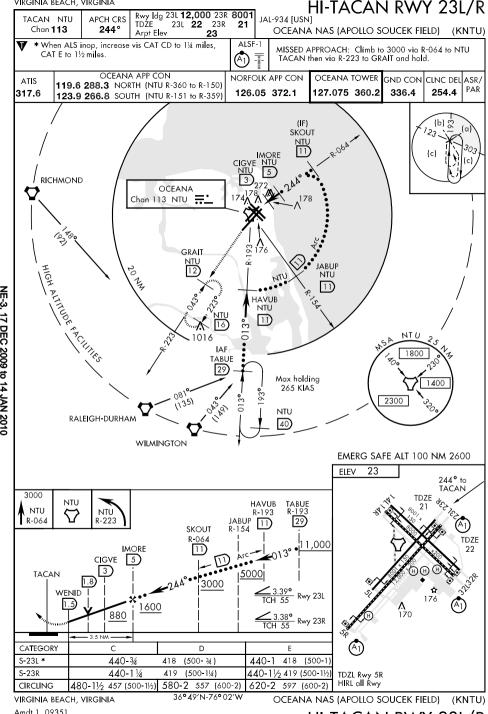
TAPPAHANNOCK, VIRGINIA AL-10331 (FAA) WAAS Rwy Ida 4300 RNAV (GPS) RWY 28 APP CRS CH **99409** 129 TD7F 277° TAPPAHANNOCK-ESSEX COUNTY (XSA) Apt Elev 135 **W28A** Baro-VNAV and VDP NA when using West Point altimeter setting. When local altimeter setting not MISSED APPROACH: received, use West Point altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV Climb to 2000 direct and LNAV/VNAV visilbilities 1/4 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $\mathbf{A}$ NA FARTA and via 234° -15°C(5°F) or above 54°C(130°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. track to SVILL and hold AWOS-3 POTOMAC APP CON UNICOM 125.775 126.4 282.375 122.8 (CTAF) 0 DUPEY (IAF) DURGE R-4006 ۸<sup>487</sup> (FAF) GUTME 1800 (IF) FARTA 224± DESAC 277° (6.1)RW28 Λ 338 2000 007 (5) ۸<sup>580</sup> SVILL AND (IAF) SA RW 28 25 M BEDPE 2000 **(** ELEV 135 Procedure NA for arrivals at HCM VORTAC via V33 S Bnd. HARCUM **HCM** 2000 SVILL **FARTA** TRK DESAC 277° to 234° Δ GUTME RW28 \*LNAV Only. \*1 NM 2000 to RW28 RW28 Procedure 4300 X 75 0 Turn TDZE GS 3.00° NA 1800 129 TCH 40 1 NM 4.1 NM 6.1 NM CATEGORY D LPV DA 478-11/4 349 (400-11/4) NA LNAV/ 521-11/2 392 (400-11/2) NA DA VNAV LNAV MDA 480-1 351 (400-1) NA REIL Rwys 10 and 28 580-1 600-1 640-11/2 CIRCLING MIRL Rwy 10-28 1 NA 445 (600-1) 505 (600-11/2) 465 (600-1)

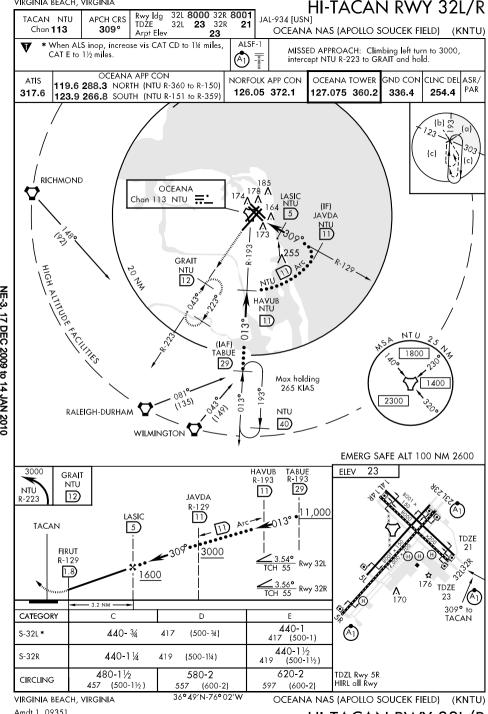
NE-3, 17 DEC 2009 to 14, IAN 2010

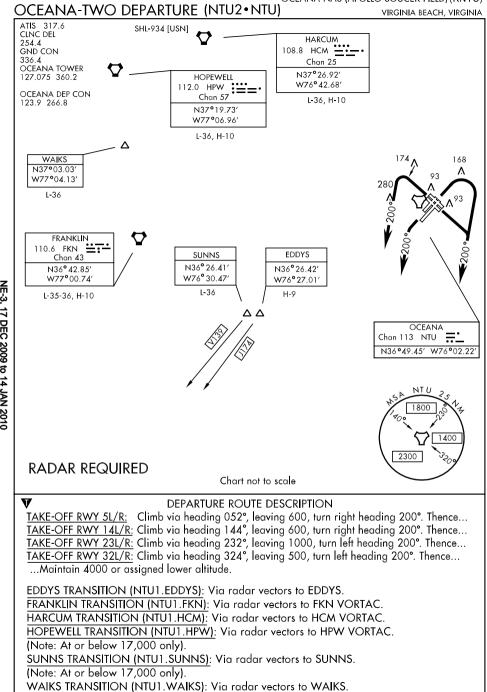


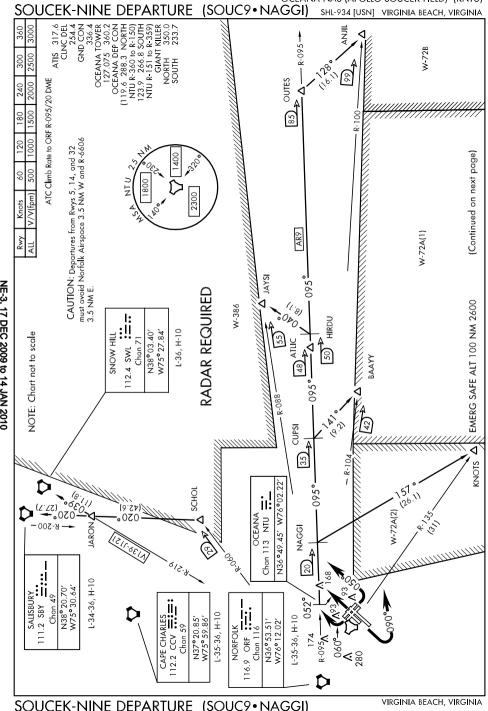












SOUCEK-NINE DEPARTURE (SOUC9 • NAGGI)

TAKE-OFF RWY 5L/R: Climb via heading 052°. Thence . . .

V

Thence . . .

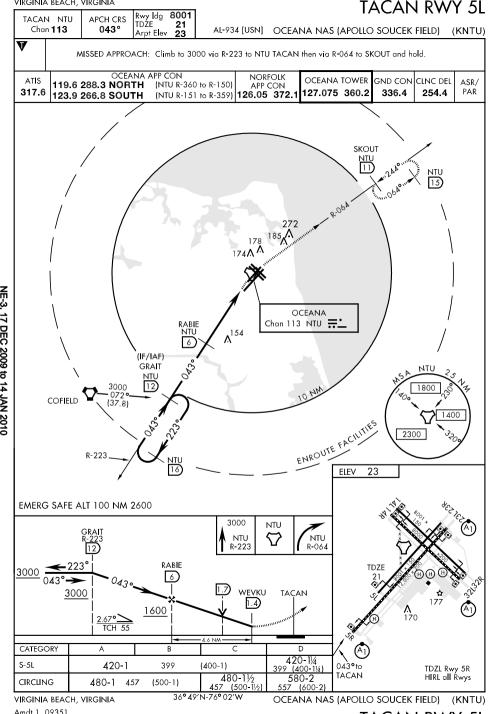
SHL-934 [USN]

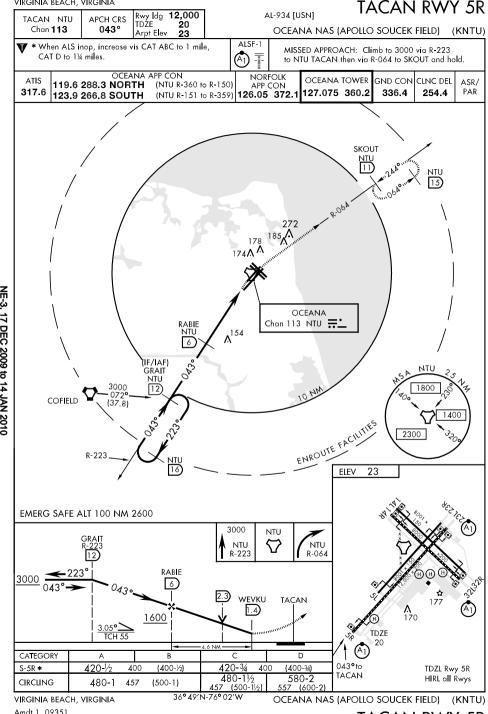
TAKE-OFF RWY 14L/R: Climb via heading 144°, leaving 600 turn left to heading 050°.

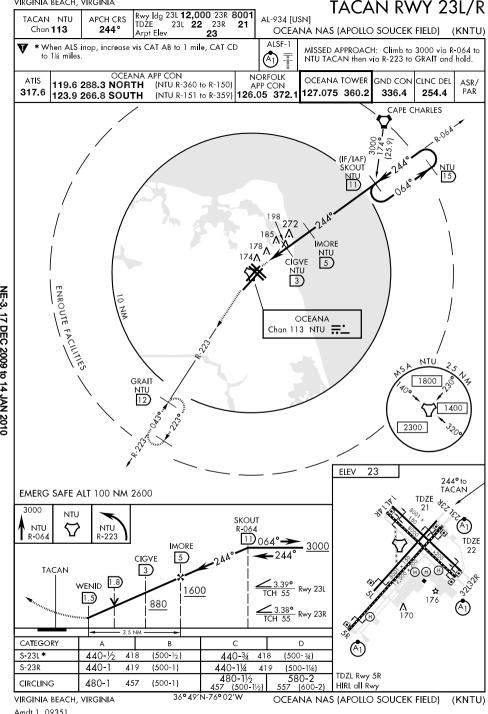
TAKE-OFF RWY 23L/R: Climb via heading 232°, leaving 1000 turn left to heading 090°.

DEPARTURE ROUTE DISCRIPTION

VIRGINIA BEACH, VIRGINIA







NOTE: For aircraft at or above 14,000' only. SUFFOLK EXECUTIVE **Q** 

INTL **HAMPTON** OCEANA NAS/ **ROADS** APOLLO SOUCEK Ò

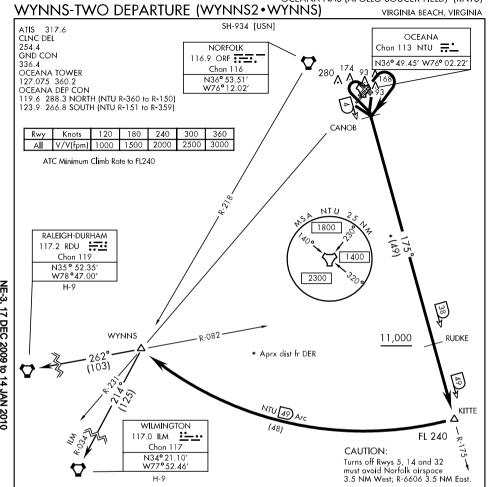
CHESAPEAKE . RGNI

NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

VE-3, 17 DEC 2009 to 14 JAN 2010

FIELD



## DEPARTURE ROUTE DESCRIPTION TAKE-OFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU R-175 prior to CANOB. Thence . . .

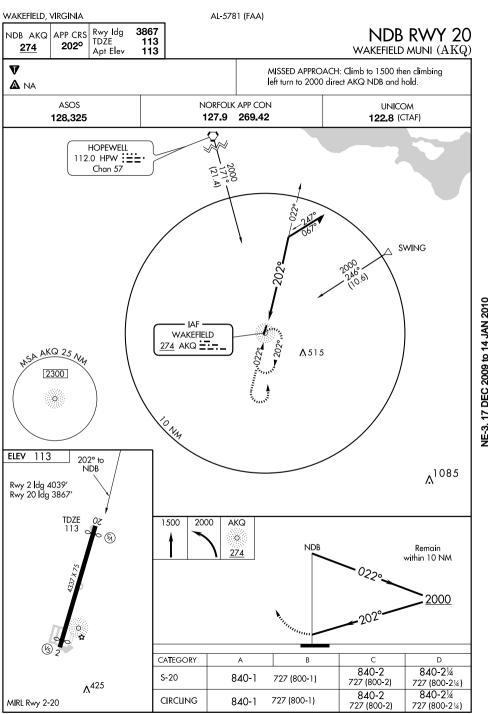
TAKE-OFF RWY 23L/R: Climbing left turn to intercept NTU R-175 prior to CANOB. Thence . . .

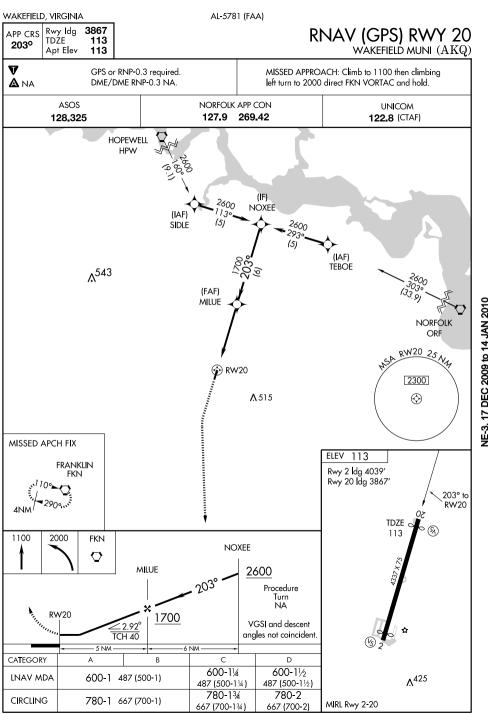
TAKE-OFF KWY 23L/K. Climbing len lott to intercept NTO K-173 prior to CANOB. Therice . . .

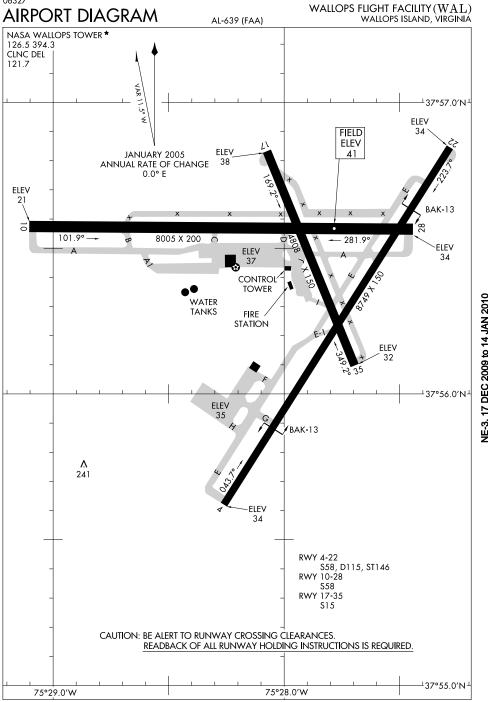
at or above 11,000. Cross KITTE at FL240 or as assigned. Thence . . .

RALEIGH-DURHAM TRANSITION (WYNNS2.RDU): Via RDU R-082 to RDU VORTAC.

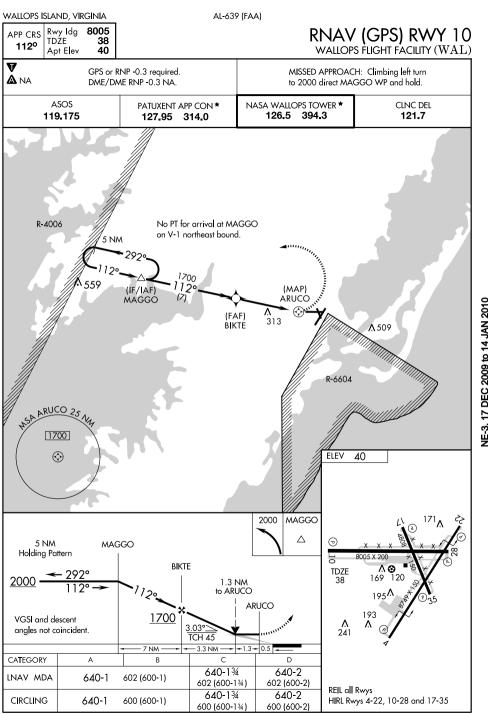
WILMINGTON TRANSITION (WYNNS2.ILM): Via ILM R-034 to ILM VORTAC.

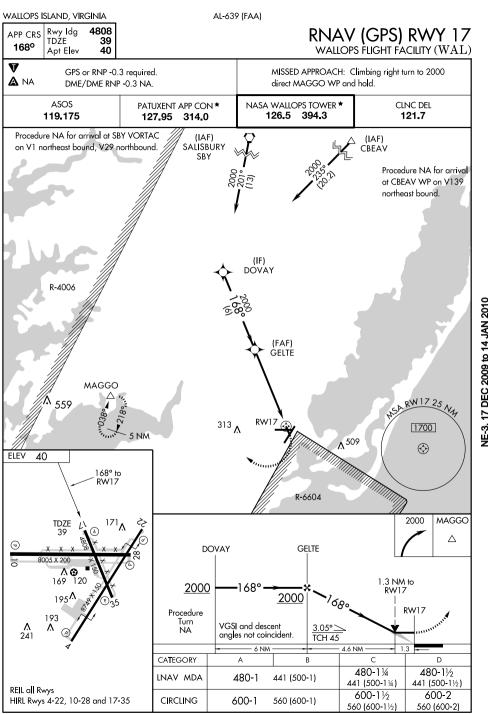




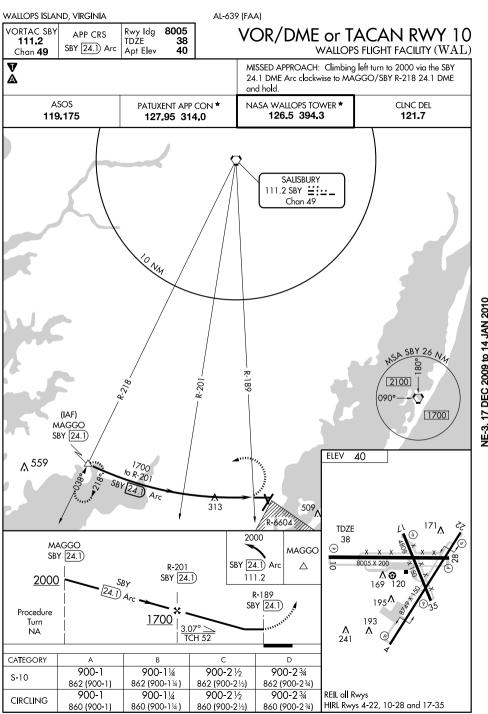


NE-3, 17 DEC 2009 to 14, IAN 2010



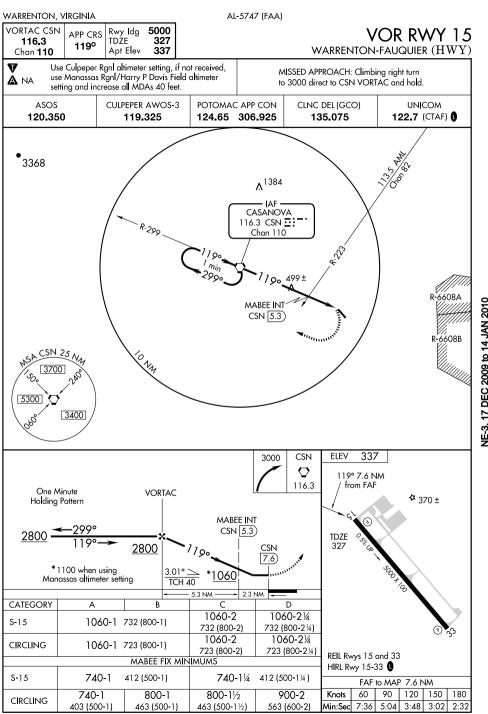


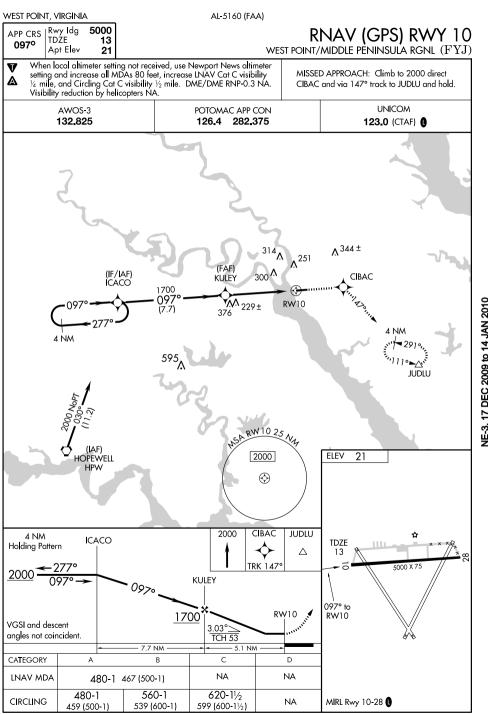
NE-3, 17 DEC 2009 to 14, IAN 2010

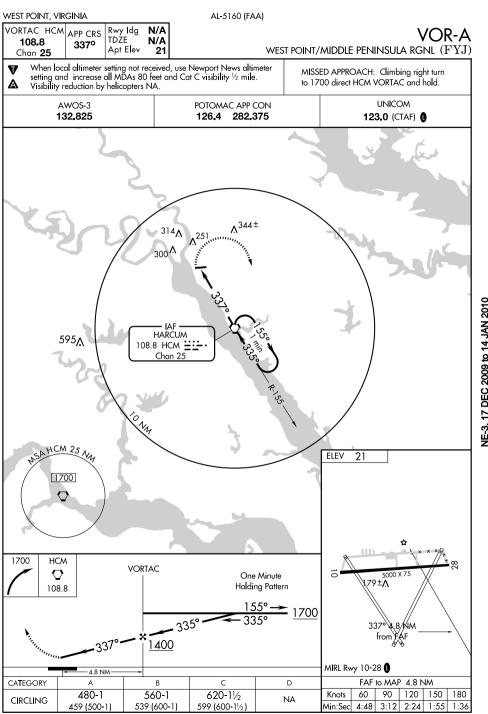


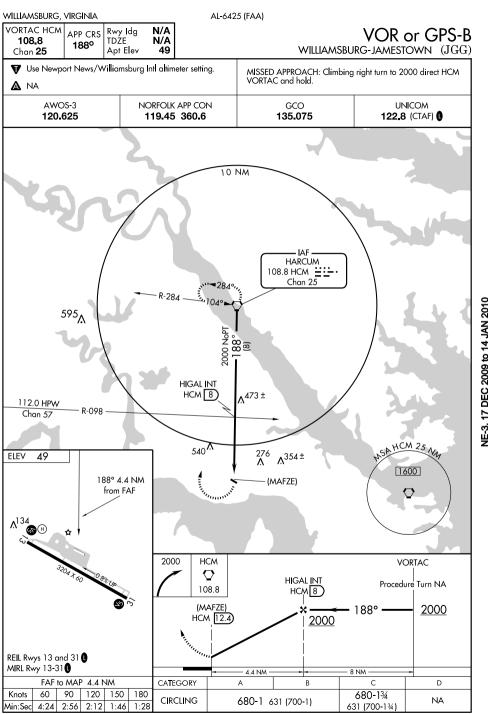
WALLOPS ISLAND, VIRGINIA AL-639 (FAA) VORTAC SWL 4808 Rwy Idg VOR or TACAN RWY 17 APP CRS 112.4 TDŹE 39 190° WALLOPS FLIGHT FACILITY (WAL) Apt Elev 40 Chan **71** MISSED APPROACH: Climbing right turn to 2000 direct SWL VORTAC and V hold. (TACAN aircraft climbing right turn via SWL R-219 to WAFIT/SWL 5 DME and hold SW, left turn 039° inbound.) ASOS PATUXENT APP CON★ NASA WALLOPS TOWER \* CLNC DEL 126.5 394.3 121.7 119,175 127.95 314.0 (IAF) IAF **CBEAV** SAUSBURY 111.2 SBY **∷** Chan 49 SNOW HILL NE-3, 17 DEC 2009 to 14, IAN 2010 112.4 SWL:::-Chan 71 WAFIT SWL 5 Λ<sup>559</sup> 2100 ري. مري ELEV 40 1600 190° 6.6 NM from FAF TDZE 39 R-6604 , 171**^** 2000 SWL VORTAC Remain  $\Diamond$ 8005 X 200 within 10 NM **∧ ⊙** 9 120 112.4 0100 169 195**∧** 2000 SWL 6.6 193 2000 **^**. 241 <u> 2.7</u>5° TCH 52 6.6 NM REIL all Rwys CATEGORY C D Α HIRL Rwys 4-22, 10-28 and 17-35 500-11/4 NA S-17 500-1 461 (500-1) FAF to MAP 6.6 NM 461 (500-11/4) Knots 60 90 120 150 180 600-11/2 600-2 CIRCLING 600-1 560 (600-1) Min:Sec 6:36 4:24 3:18 2:38 2:12 560 (600-11/2) 560 (600-2)

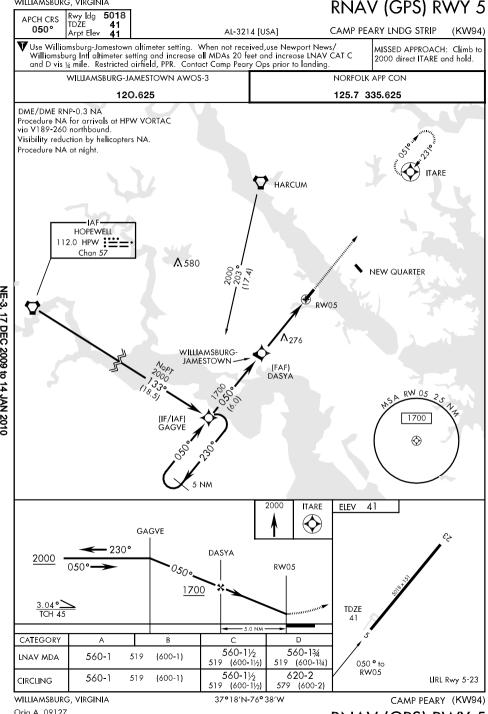
NE-3, 17 DEC 2009 to 14, IAN 2010

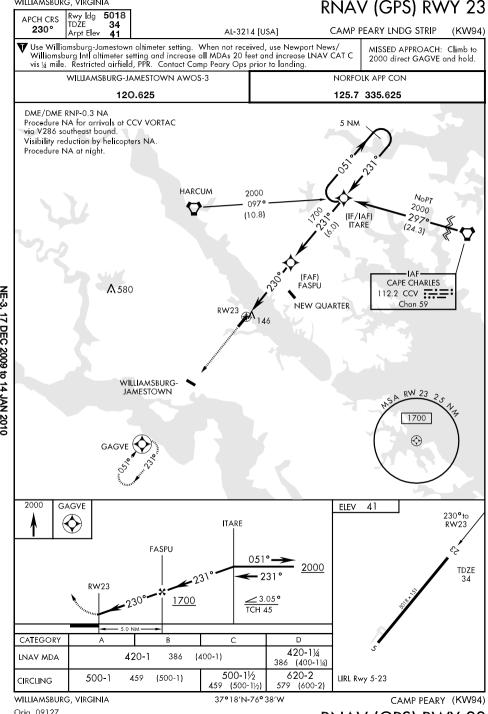


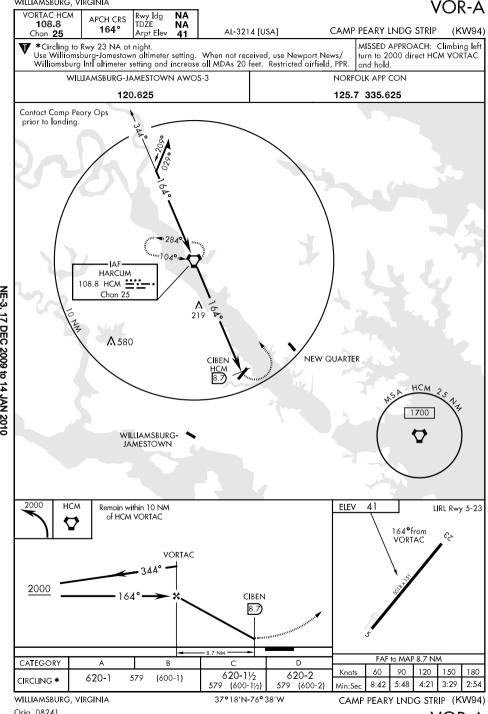


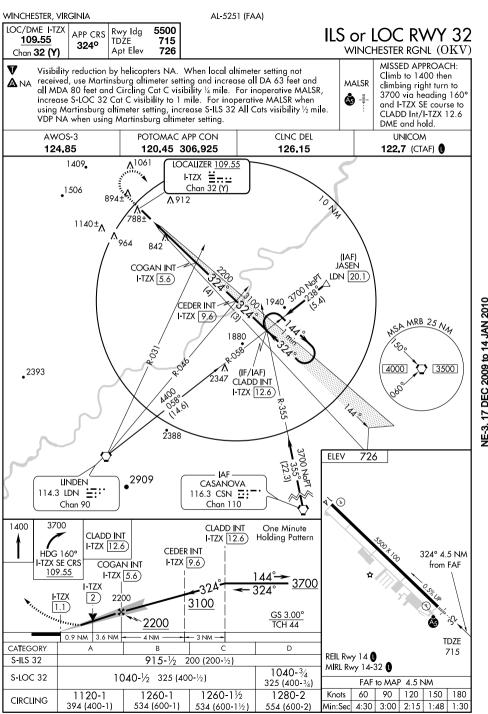












WINCHESTER, V	(IRGINIA				AL-5251	FAA)						
WAAS CH <b>70712</b> <b>W14A</b>	APP CRS <b>144°</b>	RNAV (GPS) RWY 14 WINCHESTER RGNL (OKV)										
systems, LN Visibility red Martinsburg LNAV/VNA	AV/VNAV duction by h g altimeter se AV all Cats,	using Martins NA below -1 e elicopters NA etting and inc LNAV Cats C artinsburg alti	S°C (4°F) When rease a <b>ll</b> and D, a	or abo local alt DA 63 f Ind Circl	ve 47°C (11 imeter settin eet and all i	6°F). Di g not re MDA 80	ME/DME eceived, u ) feet and	E RNP-0.3	NA.	MISSED APP 3700 direct		
AWOS-3 <b>124.85</b>			POTOMAC APP CON 120.45 306.925			CLNC DEL <b>126.15</b>				UNICOM <b>122.7</b> (CTAF) <b>(</b>		
Procedure N CAPON via and V92 nor  (IAF) CAPON	A for arrive V166 west thwest bou (IF) R700 BON 070 A 2648	als at bound and.	3,00 1409 WOG 3,4 N to RW	(FAF) AHEM 409 99 A 101 M 114 8 7	7 \(\Lambda^{1061}\) 894 ±	via V4 4 <b>A</b> 912	or arrivo 4 eastbo	als at bund.	5		RW 14 25 4700	
ELEV 726							5	CLAD 1880 •	DD	1940	М	
TDZE 726	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$		Proce Turn GS 3 TCH	dure NA 3.00° 45 GORY	CI E. 350	27	<u>00</u> 7 NM <del>-  </del>	3.4 I to RV  *1860  -2.6 NM-B	NM V14	*1.4 NM to RW14	* LNA\	ALADD  only
LNAV/ VNAV DA 1073-1½ 347 (400-1½)												
				√ MDA	12	00-1	474 (500	0-1)		200-1¼ (500-1¼)	1200- 474 (500	
REIL Rwy 14 🗓 MIRL Rwy 14-3			LING	1200 474 (50			260-1 (600-1)	1.	260-1½ 1 (600-1½)	1280 554 (60	-2	

